

Prices and Prospects.

ONLY SLIGHT CHANGE IN THE CONDITION OF BLAST FURNACES

Merchant Stacks Still Producing Less Than Half the Normal Output.

THE BREAK-UP OF WINTER

Encourages the Hope that Movement of Coke Will Greatly Increase; Coal Zoning System May Help Indirectly; Little Free Coke in Sight.

Special to The Weekly Courier.

PITTSBURGH, Feb. 13.—A few of the blast furnaces that were banked have been able to resume this week, but the change in blast furnace conditions is only a slight one and the situation remains that the merchant furnaces as a class are producing less than half their normal output of pig iron while the blast furnaces attached to by-product coke ovens are not doing better than about 75 per cent. Railroad conditions may have improved a great deal in the past week, but on account of the light shipments of coke in the past few weeks there has not been enough enroute to make a great deal of difference when it does start moving to destination more rapidly.

Both producers and consumers of coke are greatly encouraged by the particularly favorable weather of the past week, weather altogether better than there had been any reason to expect, and lively hopes are entertained that the actual movement of coke will greatly increase. The fact is, however, that thus far there is very little actual improvement to be observed, reports this week as to car supplies in the region have been much better, but many operators insist that their actual supplies are not as heavy as the statements of percentage allotments would indicate.

It is thought that the re-arrangement of coal shipments from the Pittsburgh district will help coke indirectly. R. W. Gardiner, local coal distributor of the fuel administration under the new zoning system, is putting the system into actual operation, the territory assigned to be supplied with coal by the Pittsburgh district being the triangle bounded by lines drawn from Pittsburgh to Lorain, O., and Troy, N. Y., respectively, the northern limit being practically the Lake Erie front. By this system coal will move as directly as possible from mine to point of consumption and the duty upon the railroads should be correspondingly reduced.

All shippers are so far behind in filling their coke contracts that there is no possibility of any quantity of coke coming into the open market under present conditions. It is estimated that there would be approximately a week there would be approximately a balance, with a possibility of there being some free coke. Even operators who are behind in contract shipments are frequently requested by the authorities to ship coke to this or that consumer, on account of the material being a war necessity and these requests are complied with as far as it is physically possible. This makes a moderate volume of business that is done at the set prices, while there is a considerable amount of business technically done in the various interchanges that have been arranged, such coke having to be billed at the set price and of course at the set price. Thus there is really a considerable turnover of coke at the set prices, technically speaking, while practically there is no coke in the open market. The set prices continue to rule, as follows:

Furnace \$38.00
Foundry, 72-hour selected \$37.50
Crushed, over 1-inch \$37.00

The pig iron market continues stagnant as regards actual sales. There is no iron available for early delivery and there is no widespread inquiry for such deliveries, as consumers have had their own troubles in operating and are in almost as bad condition as the blast furnaces. A few of the steel works would buy prompt Bessemer or basic iron if it was to be had. There are some negotiations for foundry iron for delivery in the second half of the year, but there is not a great deal of interest, as the delivery prospects are uncertain and the price would be merely the government price at the time of shipment, it being required that all contracts carry a clause to this effect. The set prices remain as follows:

Bessemer \$38.50
Basic \$38.00
No. 2 foundry \$37.50
Malleable \$37.00
Gray \$36.50

These prices are for a furnace, freight to Pittsburgh in the case of the Valley furnaces being 55 cents.

New West Va. Coal Co. Areford Coal Mining company of Murray, W. Va., has been incorporated to operate mines in Marion county; capital stock, \$30,000. The incorporators are Karl Areford, Frederick C. Pew, Earl S. Areford, Uniontown; Thomas L. Donley, Lemont, and B. D. Seidmore, Morgantown.

Will Ask Increase in Price. The Central West Virginia Coal Operators' association has appointed a committee to formulate a uniform method of making cost sheets upon which to base an application for an increase in the selling price of coal.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING FEB. 9, 1918.				WEEK ENDING FEB. 2, 1918.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,265	17,943	2,322	125,065	17,943	2,322	117,754	
Lower Connellsville	17,669	15,388	2,276	90,084	17,669	15,388	90,904	
Totals	37,934	33,331	4,597	224,149	37,934	33,331	214,658	
FURNACE OVENS.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,068	15,254	1,804	108,000	17,068	15,254	1,804	97,325
Lower Connellsville	5,580	4,937	599	30,050	5,580	4,937	599	28,930
Totals	22,548	20,091	2,793	138,050	22,548	20,091	2,793	126,255
MERCHANT OVENS.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,207	2,689	518	23,065	3,207	2,689	518	20,426
Lower Connellsville	11,833	10,557	1,276	59,030	11,833	10,557	1,276	67,944
Totals	15,040	13,246	1,794	82,095	15,040	13,246	1,794	88,370
SHIPMENTS.	WEEK ENDING FEB. 9, 1918.				WEEK ENDING JAN. 26, 1918.			
To Pittsburgh	3,288 Cars.	119,275 Tons.			2,742 Cars.	97,325 Tons.		
To Points West of Pittsburgh	3,436 Cars.	125,508 Tons.			2,834 Cars.	102,895 Tons.		
To Points East of the Region	889 Cars.	30,825 Tons.			826 Cars.	28,243 Tons.		
Totals	7,613 Cars.	275,608 Tons.			6,402 Cars.	228,563 Tons.		
Corresponding Week, 1917.		280,058 Tons.				304,303 Tons.		

BREAKUP OF ICE IN YOUGH DOES LITTLE DAMAGE

But the Monongahela Makes a Very Bad Record in the Fifth Pool.

Loss Figured at \$335,000

Is Sustained By W. Harry Brown, H. C. Frick Coke Co., Reliance Coal & Coke Co., Pittsburgh Coal Co. and Others in Destruction of Tipples, etc.

The moderation in the weather has greatly improved traffic conditions on the Baltimore & Ohio railroad and the outlook is much better than any time in recent weeks.

Although the coke car supply Monday could not have been much worse, this was offset a little by the wonderful help the warm weather is giving other traffic. Optimism pervails among officials here and the weather until the congestion is relieved.

The ice coming out of the Casselman river swept away a span of a bridge on the White's Creek branch east of Confluence. There are about five coal mines and some lumber camps up on account of the loss of the trestle. On the C. & O. branch traffic is still open. Ice was swept on to the tracks at Friendship but these were easily removed.

The railroad company blasted a gorge in the Yough near Bidwell. Three barges were set off, opening up the ice somewhat.

The first ice to pass out of the Yough river went down about 1 o'clock Saturday night, and was witnessed by only a few people, mostly railroaders working on a night shift in the Baltimore & Ohio yards. The ice did not stop here but passed on, leaving a deep cut each side of the river banks.

The ice was piled several feet high and water flooded the lot back of the West Side hotel. The river remained high for almost an hour and then dropped as rapidly as it had risen. Cakes of ice 10 and 12 feet long with an equal width and about 14 inches thick are common along the banks where they were tossed when the ice went down.

The absence of a rain during the thaw and an occasional cold spell to check the rising waters kept the river from rising to a flood stage.

On the Monongahela the break-up was confined to points below Brownsville although the ice movement in the river above that point did considerable damage. As a result one steamboat is practically a total loss, three coal tipples were swept to destruction and two others were damaged; four steel barges, each loaded with 18,000 bushels of coal, were overturned and sunk and two bridges were demolished, entailing a loss conservatively estimated at \$335,000.

Thousands of tons of ice has jammed in a mass above the nine-mile gorge between Brownsville and Rice's Landing, but all danger of the big ice gorge moving to the lower pools has passed, the fifth pool gorge, after moving several feet early yesterday morning, is jammed tight against an abutment near Brownsville, and probably will remain there until warmer weather sends sufficient water down the stream to float the huge mass of ice. A bridge at Millsboro was swept away causing a loss of \$40,000 while other damage at Millsboro and at the plant of the Husted-Semans Coal & Coke company at East Millsboro is placed at \$50,000. Residences and other property in the fifth pool sustained damage estimated from \$25,000 to \$75,000. Efforts to set the fifth pool gorge in motion by dynamiting were unsuccessful.

The towboat Alicia, owned by W. Harry Brown, was crushed in the ice, involving a loss of \$50,000. The marine ways and wharf at Alicia were damaged to the extent of \$15,000 or

SMITHFIELD BOASTS "THE LARGEST COAL OPERATOR IN COUNTY."

SMITHFIELD, Feb. 8.—Smithfield can boast of having the largest coal operator in Fayette county. The gentleman claiming that distinction is J. P. Hardin of the Hardin Coal company, who operates a wagon mine here.

Mr. Hardin's avoidupolis is 300 pounds. His greatness is not all avoidupolis. He has a heart within him as big as an ox that beats in sympathy for his fellow men. No one in trouble or need ever appealed to "Big J." as he is familiarly called, in vain.

RAILROADS CHARGED WITH EVADING THE ADAMSON 8-HOUR LAW

Head of Firemen's Brotherhood Joins With Other Leaders in Complaints Against Railroad Officials.

WASHINGTON, Feb. 12.—Charges by representatives of other brotherhoods that the railroad managements have evaded or sought to discredit the operation of the eight-hour law were supplemented yesterday by the statements of Timothy Shea, acting president of the Brotherhood of Locomotive Firemen, Engineers and Hostlers, at the hearing of the Railroad Wage Commission.

"We want time and a half for overtime, computed on a minute basis," President Shea said. "I think I can say that if this penalty is imposed, very little overtime will be paid, for the managements will readjust the working shifts to eliminate it."

President Shea asserted that many roads had returned to the eight and nine hour basis, and that in the case of hostlers, some roads had undertaken to reclassify them so that they would not come under the eight hour law.

"The roads have sought to make the application of the law as expensive as possible for two reasons," he said. "First, they wanted to discourage any suggestions for time and a half overtime, and second, they wanted, whatever the cost of the new basic day, to have the bill paid by the public, instead of the roads."

214,673,000 BUSHELS

Of Coal Passed Through Lock No. 4 During Last Year.

During 1917 a total of 214,673,000 bushels of coal passed through Lock No. 4 on the Monongahela river, an increase of 30,502,000 bushels over 1916. The shortage of railroad cars of coke by water, and commencing in March 4,433,000 bushels of coke were locked through No. 4. No coke was transported by water in 1918 or in any previous year of which there is a record.

Figures show that November saw the largest quantity of coal pass through the lock, with October second and February the poorest. A total of 3,586 steamers and 16,053 loaded barges passed down stream through Lock No. 4 during the year, carrying exclusively coal and coke. Up stream 3,452 steamers and 16,899 loaded barges carrying 395,000 bushels of sand and 628,000 bushels of gravel were locked through.

Buy New Truck.

The H. C. Frick Coke company has purchased a Reo three-quarter ton truck from the Central Motor company for use at Leisnering No. 1.

DEMURRAGE RULES AND REGULATIONS ON COAL AND COKE

Approved By the Interstate Commerce Commission at McAdoo's Request.

IN EFFECT FEBRUARY 10

Apply Only to Coal and Coke for Transshipment by Vessel from Seaboard and Lake Ports; Three Days Free Time Allowed; Charge \$3 Day.

Upon application of Director General McAdoo the Interstate Commerce Commission has amended the demurrage rules of coal and coke for transshipment by vessel. The new rules became effective February 10 and apply to the following carriers:

Baltimore & Ohio Railroad Company; Bessemer & Lake Erie Railroad Company; Buffalo, Rochester & Pittsburgh Railway Company; the Central Railroad Company, of New Jersey; the Chesapeake & Ohio Railway Company; the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; the Delaware, Lackawanna & Western Railroad Company; Erie Railroad Company; the Hocking Valley Railroad Company; the Lake Erie & Western Railroad Company; Lehigh Valley Railroad Company; the Lorain & West Virginia Railway Company; the New York Central Railroad Company; New York, Ontario & Western Railway Company; New York, Susquehanna & Western Railroad Company; Norfolk & Western Railway Company, the Pennsylvania Railroad Company, Pennsylvania Company; Philadelphia & Reading Railway Company; the Toledo & Ohio Central Railway Company; the Virginian Railway Company; Western Maryland Railway Company; West Shore Railroad Company; and the Wheeling & Lake Erie Railroad Company.

Rule No. 1, defines cars subject to the rules as cars containing anthracite coal, bituminous coal, or coke for transshipment direct by vessels, or to be stored for or by consignors or consignees for unloading, forwarding directions, or for any other purpose are subject to these rules, except cars re-consigned or reshipped for rail delivery or to another rail destination will be subject to the national car demurrage rules from arrival.

Rule No. 2, Provides that an average of three days per car free time will be allowed.

Under Rule No. 3, for computing time, it is required that notice of arrival must be sent or given to the consignee in writing or as otherwise agreed to by carrier and consignee upon arrival of cars and billing at the destination yard.

Time will be computed from the first 7 a. m. after the day on which notice of arrival is sent or given to the consignee.

In computing time Sundays and legal holidays (national, state, and municipal, but not half holidays), will be excluded. When a legal holiday falls on Sunday, the following Monday day will be excluded.

A car shall be considered as released:

1. At the time vessel registers for the cargo or fuel supply of which the coal or coke dumped into such vessel is a part, except that when cars are unloaded before the vessel registers such cars shall be released when unloaded.
2. The date shipments are transferred by written order and acceptance to another party shall be considered the date of release of the car for the account of the original consignee and the detention shall follow the car and be charged in the account of the new consignee.
3. Any fraction of a day will be computed as one day.

Rule No. 4, fixes the demurrage charge, settlement for which shall be made on basis of the detention in all cases.

Production and Output.

WITH FAVORABLE WEATHER COKE MOVEMENT WILL GAIN

This Has Been Proven By the Experiences of the Past Ten Days.

MOTIVE POWER AND MEN

Needed to Make Large or Permanent Increase in Car Supply. Present Efforts Being Directed Toward Getting Essential Raw Material Through.

The experiences of the past ten days demonstrate rather conclusively that, given favorable weather, a decided improvement in the transportation of coke can be effected, and steady progress made toward restoring the output of the Connellsville region to normal. This does not mean that a 100 per cent car supply and service, or 100 per cent coke production are within easy reach, or that either will be possible until the general traffic situation has been permanently cleared, but it does mean that, with the handicaps of winter removed, conditions will be "more like living," as a railroad man aptly expressed it yesterday.

The moderation in the weather gave the railroads an opportunity they have been patiently seeking to continue the work of clearing up the accumulations of loaded cars on the sidings and at the junction points in the region. It is estimated that over Saturday and Sunday between 1,500 and 2,000 cars were moved which have been in "cold storage" for some weeks past. Of these about 1,000 were in the West Brownsville yards the removal of which relieved the Monongahela railway of a serious handicap. This house cleaning places the railroads of the region in better condition than they have been for a month or six weeks. The relief which has thus been afforded gives rise to the hope that the worst has come and gone, and that from now on there will be only the ordinary obstacles of an extraordinary freight traffic situation to be dealt with.

If motive power were more plentiful and men were available to handle it and man trains, there would be more certain prospect that coke movement would very shortly assume larger proportions. Just now, however, motive power and crews are concentrated in getting essential raw materials and food to destinations, and that is interfering somewhat with the return of empty cars, hence, even with the continuation of milder weather, it is not expected that there will be an immediate, or even a very large increase in car supply. There was a betterment in early this week the Monongahela railway placing 70 per cent and the Pennsylvania 50 per cent on Monday. The allotment fell off on Tuesday to 30 per cent on the former road and 40 per cent on the latter, which proportion has since been maintained.

Largely because of the efforts to more belated loads, rather than materially better operating conditions, the shipments last week rose to 275,000 tons, a gain of 43,368 tons over the preceding week being the largest for the year to date, with the exception of the week ending January 13 when the total was 290,718 tons.

The shipments of the week, all by rail, aggregated 7,613 cars, distributed as follows:

Districts: Connellsville 1,138 Cars
West of Pittsburgh 1,436 Cars
East of Connellsville 500 Cars

There was gain to all destinations as follows: Pittsburgh, 21,877 tons; West, 29,911 tons; and East, 2,580 tons, or a total of 47,368 tons.

Operation continued to be more or less interrupted by the irregularity in car supply, a number of plants in the Lower Connellsville region being without cars for two days and others for one day. In the Connellsville region some plants suffered three days' idleness from the same cause; others escaped with but two and some with but one. The estimated production was 224,145 tons, a gain of 9,457 tons.

The weekly record of production and output of the Connellsville and Lower Connellsville regions for 1918 to date is shown in net tons in the following tabulation:

Week	Prod.	Net	Total	Ship
Jan. 5	111,355	65,721	180,882	184,674
Jan. 12	146,990	90,717	237,707	240,718
Jan. 19	147,553	96,870	244,423	247,487
Jan. 26	132,673	83,680	216,353	207,421
Feb. 2	112,223	83,877	196,100	208,533
Feb. 9	132,673	91,095	224,145	275,907

SELLING BY-PRODUCT COKE

New England and New Jersey Makers Contract For Part of Year.

The New England Coal & Coke company has sold 75,000 tons of by-product foundry coke for the second quarter and last half delivery, and some for the first half of 1919.

Large tonnages are also reported to have been sold by the Seaboard By-Products company for the same deliveries. All of this coke is to be billed at the government prices prevailing at the time shipment is made. The latter interest has sold principally in New York, New Jersey and Eastern Pennsylvania, while the New England maker has sold in New England, excepting for some unimportant sales in Eastern New York and New Jersey.

MINERS NOT EXEMPT

From Military Service is Voting Approved by Secretary of War.

Mine workers will not be given deferred classification in the selective draft under a ruling of Provost Marshal General Crowder, has been approved by Secretary Baker. Such classification was suggested by Fuel Administrator Garfield. He holds the view that the work done by miners is as essential to the conduct of the war as that of shipbuilders.

General Crowder did not agree with this view and said in his memorandum to Secretary Baker that if miners, mechanics generally, technical students and others were given the same official status as shipbuilders as has been proposed, he fears that Class One of the draft would be so depleted that it could not form the principal reservoir from which men for the army are to be drawn.

GANISTER DEPOSIT

Discovered in Lebanon County to Be Developed by Bethlehem Steel Co.

A deposit of ganister has been discovered in Lebanon county, between Reading and Lebanon, which is said to yield a very high grade material necessary in the manufacture of silicon brick.

A company presumed to be associated with the Bethlehem Steel Company will develop the deposit with a plant having a producing capacity of 12,000,000 bricks per year.

No Coal Moved in Five Days.

During five days of last week no coal was moved out of the Meyersdale field.

BETTER USE OF COAL PRODUCTS SOLUTION OF FUEL PROBLEM

Says a Fuel Expert of the
National Museum in
Washington.

MORE COKE IS NEEDED

For Use As a Substitute for Anthracite; Room for Great Changes in
Our Industrial System for the Utilization of Coal and By-Products.

At the present moment, when the fuel situation forces itself upon the attention of every household in the country, any discussion of the coal problem that goes into the causes at the bottom of the present unstable and unsatisfactory state of affairs should receive a careful and serious hearing. Especially so, if at the same time this discussion is constructive and points the way to a national development of the past coal resources of the Nation so that they will not only meet adequately the demands of a growing industrial development but also will be firm and strong enough to stand the shock of untoward events. It is evident that their present development falls now the test of world emergency.

Such a discussion is to be found in a short bulletin by Chester G. Gilbert, entitled "Coal Products: An Object Lesson in Resource Administration," just published by the United States National Museum.

The author at the outset points out the magnitude of the coal resources of the United States and the utter dependency of national welfare upon their proper development. Yet with more coal than is found in any other country, or indeed on any other continent, this country has long been dependent upon foreign sources for such essential products made from coal as dyestuffs, fixed nitrogen, and many important drugs, and as today, with the first pinch of war stress, uncertain whether the fuel needs of the American home can be met even during the coming months. With characteristic lack of analysis, the American public has never faced these shortages as phases of a single problem, but has first become alarmed at the dire straits, then excited over the nitrogen dearth, and is now shivering in anticipation of a meagre fuel supply.

To explain the present coal shortage by transportation congestion or labor difficulties is to offer a superficial cause. These dilemmas, of course, are the concrete means through which the trouble makes itself felt, but back of them stretches a far-reaching failure to work out a proper development for America's greatest resource. The trouble is not that insufficient coal is mined and transported but that the present output is inadequately used—its full commodity value is not obtained. In general, our coal could be made to go a third further in meeting the Nation's needs.

The domestic fuel stringency is only one angle of the coal problem, but a very distressing angle for the average person. The trouble here is the fact that the demand put upon anthracite, or hard coal, which is practically limited in occurrence to a few counties in Pennsylvania, is out of all proportion to the size of the deposits. The homes of the country must begin to turn aside from the luxurious and mostly bituminous resources, which are widely distributed, favorably situated, and can not so readily be tied up by concerted strikes or so easily held down by traffic congestion. But bituminous coal is dirty; and its widespread utilization as such could be a long step backward, retarding progress in civic betterment as well as involving a 30 per cent waste in commodity bulk.

This waste, however, which appears in the guise of smoke, is in reality convertible into gas, tar, ammonia, benzol, and an endless number of other by-products, such as dyes, medicines, and explosives. It is therefore possible by proper shaping of economic policy to remove the disproportionate drain on the limited supply of anthracite, to turn the wasted third part of bituminous coal into useful products, to eliminate smoke from our cities, and to so distribute the sources of domestic fuel supply as to alleviate, if not entirely solve, the labor and transportation perplexities of the present situation.

These desirable results are already in course of national development, but progress is distressingly slow, impeded as it is by lack of proper stimulus and excess of misdirected pressure. The advance so far has been solely in the metallurgical field. For converting iron ores into metallic iron, a substance known as coke is needed. This is made artificially from coal by driving off its volatile portion, its smoke, so to speak. Almost a seventh of our coal is made into coke, so great are the demands of the iron industry, but two-thirds of this coke is produced without regard to saving the valuable products driven off during its manufacture. Therefore, we face the alarming conclusion that only about 4 per cent of the coal mined in the United States yields its full value to society.

Progress in coal utilization depends fundamentally upon the production of more coke. At present the situation is limited by the needs of the iron industry. The quantity and type of coke thus far produced has been determined by its metallurgical use. Sporadic attempts to apply metallurgical coke to household purposes have met with failure and placed coke in an unfavorable light. Coke must be made of such kind as to be suitable for domestic use. This can be done; and the accomplishment is an urgent necessity. Domestic coke, in reality, will be artificial anthracite.

There is room in our industrial system for a greatly changed utilization

of coal; in short, for coal to be used in the form of anthracite, artificial anthracite (domestic coke and steam-engine coke), metallurgical coke, gas for illuminating and power purposes, benzol for automobile engines, and at the same time made to yield a sufficiency of nitrogen, dyestuffs, explosives, and other coal-product chemicals. There is present need for all these products. The problem is to make the necessary readjustments.

The solution to the whole coal problem, in short, does not consist of cutting down industrial activities to meet present coal output, nor in circumscribing the scale of economic life to fit present misdirection of coal resources, but lies in working toward an industrial situation that will both permit and demand a widespread treatment of bituminous coal so as to yield on the one hand a smokeless fuel, an artificial anthracite so to speak, suitable alike for the home and the factory; and on the other a host of by-products essential to the industries of the nation.

ALL LOCAL COAL RATES APPROVED

National Administrator Upholds Price
Adjustments Made by State and
Local Administrators.

Fuel Administrator Garfield has issued a ruling formally adopting and approving all retail prices fixed by the local administrators throughout the country, the confirming order reading as follows:

"All retail prices and retail gross margins heretofore and hereafter designated by any state fuel administrator or by any local committee with the approval of the state fuel administrator, who appointed such committee, are hereby adopted and fixed by the United States Fuel Administration as the retail prices or retail gross margins for the sale of coal in the locality or by the dealers designated by such fuel administrator or local committee, subject, however, to modification either by the state fuel administrator making or approving the same or by the United States Fuel Administrator; and further subject to all orders, rules and regulations heretofore or hereafter issued or made by the President of the United States or the United States Fuel Administrator or by any state fuel administrator affecting the sale, shipment or distribution of coal.

"And it is hereby further ordered that any one or more persons who feel aggrieved by the prices heretofore or hereafter designated by any state fuel administrator or by any local committee may appeal to the United States Fuel Administrator to have such designation of prices or gross margins modified by forwarding to the legal department, United States Fuel Administration at Washington, a verified written petition setting forth in detail the facts relied upon by such petitioner and by forwarding a copy of such petition to the state fuel administrator who made or approved the designation of prices or gross margins which it is sought to have modified. Pending the determination of such appeal and until the decision of such appeal by the United States Fuel Administrator, such designated prices or gross margins shall remain in full force and effect unless otherwise ordered by the state or United States Fuel Administrator."

STILL GREATER SAFETY

Is Urged Upon Mine Officials by Representative of National Council.

C. W. Price, field secretary of the National Safety Council, addressed a meeting of mine officials in Uniontown last Monday evening, being the first of a series which are to be held in the Connellsville and other mining regions.

The speaker laid stress upon the necessity of still greater precautions being taken to insure safety in and about the mines, emphasizing the fact that the attitude of the mine foreman determines the attitude of the workmen.

He suggested the use of a bulletin board for posting pictures to show how accidents are caused and how they can be avoided. Every plant, in the speaker's opinion, should have a safety inspector and also an inspection committee.

He pointed out that 1,000 men were killed by falls of slate and other accidents in the bituminous region in 1917, an increase of 13 per cent over 1916, notwithstanding the employees as a whole were all experienced men.

HOLIDAYS CALLED OFF

But Territory Affected Is South of
State of Virginia.

WASHINGTON, Feb. 8. — With a total abandonment of the headless Monday throughout all the states south of Virginia, today fuel administration officials were hopeful that continued warmer weather and improvement in railroad traffic would permit relaxation of the order all over the United States after next Monday.

As Saturday will be generally observed as a half holiday and as Tuesday was Lincoln's birthday anniversary, there will be a 3½ day shutdown. Officials believe this will go far towards relieving the situation.

The states affected are North and South Carolina, Tennessee, Georgia, Florida, Alabama, Mississippi and Louisiana.

PASSENGER TRAINS OFF

Freights Supersede them on Coal Lick
Branch of Pennsylvania.

For the first time in the history of
Fayette county, so far as is known,
freight service has superseded passenger
service on the Coal Lick branch of the
Pennsylvania railroad between Redstone
Junction and Ache Junction, a distance of
12 miles.

Two daily passenger trains have been
cancelled in order that coal and coke may
be moved and cars placed at the half
dozen coke works along the line.

THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, February 9, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
122	182	Beatty	Mt. Pleasant Coke Co., Greensburg.
120	60	Boyer	Mt. Pleasant Coke Co., Greensburg.
20	10	Brush Run	Brush Run Coke Company, Mt. Pleasant.
32	10	Carroll	Peetle-Cville Coke Co., Greensburg.
150	150	Clare	Clare Coke Co., Greensburg.
40	40	Dexter	Connellsville Coke Co., Connellsville.
50	40	Ellen No. 1	Whyl Coke Co., Uniontown.
50	40	Ellen No. 2	Whyl Coke Co., Uniontown.
100	160	Elizabeth	Unity-Cville Coke Co., Greensburg.
125	110	Fort Hill	W. J. Rainey, New York.
10	10	Franklin	Summit-Cville Coke Co., Connellsville.
101	10	Gilmore	Gilmore Coke Co., Uniontown.
125	60	Grace	W. J. Rainey, New York.
8	8	Helen	Samuel J. Lohr, Youngwood.
145	145	Humphrey	Bessemer Coke Co., Pittsburg.
10	10	Jintown	Shannon Coal & Coke Co., Uniontown.
38	40	Johnson	Johnson Fuel Co., Uniontown.
40	40	Magee	Magee Coke Co., Uniontown.
84	84	Mahoning	Mahoning Coal & Coke Co., Connellsville.
370	370	Mt. Braddock	W. J. Rainey, New York.
310	310	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg.
22	22	Myers	Brownfield-Cville Coke Co., Uniontown.
40	40	Nelle	Brown & Cochran, Dawson.
160	160	Painter	Newcomer Coke Co., Uniontown.
160	160	Rail	W. J. Rainey, New York.
560	518	Revere	W. J. Rainey, New York.
26	26	Shirley	South Fayette C. & C. Co., Uniontown.
40	40	Thomas	Whyl Coke Co., Uniontown.
86	86	West Penn	Mt. Pleasant Coke Co., Greensburg.
87	42	West Penn	West Penn Coke Co., Pittsburg.

2,267	2,589	FURNACE OVENS	
240	243	Adelaide	H. C. Frick Coke Co., Pittsburg.
300	300	Alverson	H. C. Frick Coke Co., Pittsburg.
287	300	Baggaley	H. C. Frick Coke Co., Pittsburg.
300	300	Bitner	H. C. Frick Coke Co., Pittsburg.
240	240	Brinkerton	H. C. Frick Coke Co., Pittsburg.
300	300	Coke Cope	H. C. Frick Coke Co., Pittsburg.
260	256	Calumet	H. C. Frick Coke Co., Pittsburg.
301	241	Central	H. C. Frick Coke Co., Pittsburg.
76	10	Coalbrook	H. C. Frick Coke Co., Pittsburg.
400	400	Coiler	H. C. Frick Coke Co., Pittsburg.
400	400	Continental 1	H. C. Frick Coke Co., Pittsburg.
326	326	Continental 2	H. C. Frick Coke Co., Pittsburg.
300	290	Continental 3	H. C. Frick Coke Co., Pittsburg.
120	120	Crowland	H. C. Frick Coke Co., Pittsburg.
323	323	Davidson	H. C. Frick Coke Co., Pittsburg.
238	183	Dorothy	H. C. Frick Coke Co., Pittsburg.
272	272	Hecla No. 1	H. C. Frick Coke Co., Pittsburg.
372	370	Hecla No. 2	H. C. Frick Coke Co., Pittsburg.
290	290	Hecla No. 3	H. C. Frick Coke Co., Pittsburg.
356	350	Hosketter	Hosketter-Cville Coke Co., Pittsburg.
220	249	Junata	H. C. Frick Coke Co., Pittsburg.
306	308	Kyle	H. C. Frick Coke Co., Pittsburg.
488	488	Leisenring 1	H. C. Frick Coke Co., Pittsburg.
502	425	Leisenring 2	H. C. Frick Coke Co., Pittsburg.
502	400	Leisenring 3	H. C. Frick Coke Co., Pittsburg.
304	304	Leith	H. C. Frick Coke Co., Pittsburg.
227	227	Lemont No. 1	H. C. Frick Coke Co., Pittsburg.
350	260	Lemont No. 2	H. C. Frick Coke Co., Pittsburg.
500	500	Mammoth	H. C. Frick Coke Co., Pittsburg.
100	338	Marguerite	H. C. Frick Coke Co., Pittsburg.
196	161	Murd	H. C. Frick Coke Co., Pittsburg.
256	256	Oilphant	H. C. Frick Coke Co., Pittsburg.
328	314	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburg.
480	417	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburg.
200	200	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburg.
400	400	Phillips	H. C. Frick Coke Co., Pittsburg.
443	400	Redstone	H. C. Frick Coke Co., Pittsburg.
120	120	Rist	H. C. Frick Coke Co., Pittsburg.
448	448	Southwest 1	H. C. Frick Coke Co., Pittsburg.
425	425	Southwest 2	H. C. Frick Coke Co., Pittsburg.
150	121	Southwest 3	H. C. Frick Coke Co., Pittsburg.
204	142	Southwest 4	H. C. Frick Coke Co., Pittsburg.
637	637	Standard	H. C. Frick Coke Co., Pittsburg.
501	110	Semel-Solway	Dunbar Furnace Co., Dunbar.
310	100	Stewart	Stewart Iron Co., Uniontown.
454	448	Trotter	H. C. Frick Coke Co., Pittsburg.
750	310	Union	H. C. Frick Coke Co., Pittsburg.
200	115	Valley	H. C. Frick Coke Co., Pittsburg.
95	95	White	H. C. Frick Coke Co., Pittsburg.
352	362	Whitney	Hosketter-Cville Coke Co., Pittsburg.
300	300	Wynn	H. C. Frick Coke Co., Pittsburg.
500	450	Yorktown	H. C. Frick Coke Co., Pittsburg.
245	245	Youngstown	H. C. Frick Coke Co., Pittsburg.

17,064 15,384

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Special Shapes for Rectangular and Bee Hive Ovens,
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DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON KINGSTON	TEN PLANTS:	ENAMEL WILLIAM GLOBE COLUMBIA
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CONNELLSVILLE, PA.

CHIEF RODERICK DID NOT GET PARLOR CAR AT DARR MINE DISASTER

General Manager Schlenderberg Vetoed His Request for Special Accommodations for Chief's Inspectors.

The death of Chief James E. Roderick, of the Department of Mines, recalls an incident of the Darr mine explosion which occurred in December, 1917.

All of the mine inspectors of the bituminous region had been assembled at the scene of the disaster and Chief Roderick himself was present. Scores of mine foremen and other mine officials from mines near and far and, almost the whole operating staff of the Pittsburg Coal company took part in the work of relief. For lack of better accommodations the boiler house at the mines and other buildings were used as sleeping quarters, the bare floor in most instances all that could be provided as a bed during the first day or two.

Chief Roderick protested very strongly to G. W. Schlenderberg, general manager of the Pittsburg Coal over the temporary discomforts his staff of inspectors were obliged to undergo and urged that a parlor car be provided for their accommodation.

Mr. Schlenderberg, who was himself using a flat top desk in the mine office as a bed, had little patience with Chief Roderick's fussiness and said to him in his usual blunt and direct manner:

"We have over a hundred mine superintendents and foremen who are doing just as good work as any of your inspectors and they are not kicking about having to sleep on the soft side of a plank or on the boiler house floor. If you want featherbeds and elder down comforts for your inspectors, I don't know of any quicker way of getting them for you to go to Pittsburg and buy them."

After that response Chief Roderick did not press his request for a parlor car for the use of his inspectors.

VALLEY TRAIN RUNNING

I. C. Y. Railroad Resumes Operation After Lay-off For Repairs.

For the first time since Saturday night passenger service on the Indian Creek Valley railroad was resumed yesterday. An engine had been broken down on its trip up the mountains Saturday night and was not completely repaired until Thursday. The train did not reach Jones Mill until about 3:30 Sunday morning, only being able to run on one cylinder.

Passengers in the coaches were greatly inconvenienced as there was no steam to heat the cars. A new coach has been added to the equipment of the Indian Creek valley road. A combination baggage and smoker now makes the daily trip up the mountains. It has been about three years since the train carried a baggage car.

CONNELLSVILLE MEN

In Coal Deal Involving \$250,000 for Tract of Irwin Basin Coal.

A coal deal involving \$180,000 has been consummated in which two completely equipped coal mines and 60 acres of coal have been purchased by W. E. Rice, Logan Rush and Thomas Love. The operations of the mines will be continued by the new owners.

The purchase was made of A. C. Stuckel, Charles B. Franks, T. W. Dawson, W. H. Glasgow and R. W. Playford. The purchasers take over the entire holdings of the Irwin Gas Coal company. The 60 acres of coal consist of the famous Irwin gas coal. The mines are the Schade at Irwin and the Collier mine at Larimer. Both mines are completely equipped.

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

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Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke
and By-Product Coking Coal.

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WASHINGTON COAL & COKE CO.

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YOUGHIOGHENY COAL

Steam Gas Coking

CONNELLSVILLE COKE

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THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

DAMMING LOWER YOUGHIOHIO RIVER TO BE SUBJECT OF HEARING

To Be Held By U. S. Engineers in Pittsburgh, Friday, February 15.

OLD PROJECT IS REVIVED

Plan Under Consideration is to Improve the Waterway to West Newton to Give a Slackwater Outlet to Factory Sites Below That Point.

To determine the advisability of making the Youghiohio river navigable from its mouth to West Newton, a public hearing will be held in the offices of United States Engineers, 2111 Farmer's Bank Building, at 1:30 p. m., February 15. Lieutenant Colonel H. W. Stickle, retired, will have charge. Questions relating to the stream, its past history and whether it is worth while to make it navigable will be thoroughly gone into.

Since 1909 there has been considerable talk of opening up the river to steamboat traffic. Congress in that year appropriated \$104,000 for the work and after \$12,000 had been spent in investigating the project, the board at Washington, while not advising against building locks and dams, would not recommend the building of three and the matter for some time was held in abeyance.

Under an act of Congress, March 4, 1915, which authorized money appropriated for various projects transferred to work needed more, the \$88,000 remaining of the Youghiohio appropriation was used in Ohio river improvements. So far as local investigation has been able to determine, however, the matter was not wholly abandoned, but is on the books; hence, the new hearing.

Years ago, when the Youghiohio was lined with many active coal operations, it was deemed necessary that the stream be made navigable, but United States engineers have determined the fact that the principal coal deposits below West Newton have been almost worked out and that those remaining are not sufficient to justify opening the river to navigation.

The principal argument of those desiring improvements on the river is the fact that 1,100 acres of ground below West Newton which would make ideal factory sites would be provided with a slackwater outlet. Once factories would locate in this 18-mile stretch the engineers believe, according to their former report, that it then would be wise to make the stream navigable.

The engineers once approved the building of one lock and dam, but the board at Washington disapproved, the opinion of the reviewing board being that three locks or none should be built.

All persons interested in work to improve and open up the Youghiohio are invited to attend the hearing and bring with them any data they may deem a point argument. For accuracy of record all important facts and arguments should be submitted to the engineers in writing. However, oral statements will be given consideration.

It is believed that the construction of terminals and warehouses at either West Newton or McKeesport would have a tendency to create more diversified industries along the Youghiohio, Monongahela and Ohio rivers, because this would afford materially improved river transportation facilities, which would be a great incentive to manufacturers who prefer to ship by water because of the difference of from \$2 to \$3 a ton compared with rail transportation rates.

Two years ago Colonel Edgar Jadin, then United States engineer in the Pittsburgh district, announced that the government was considering improvements to the Youghiohio river and a public hearing was held. The matter of terminals and warehouses, however, had not been taken up at that time, and nothing was done.

Colonel Stickle, however, seeing the possibilities of terminals along the river, has interested the war department, and now he is authorized to call a meeting of all interested parties and send a report of his findings to Secretary of War Baker.

MORE LOCOMOTIVES

Will Be Turned Out With Shops Under Government Control.

Locomotive builders have large contracts for heavy types of locomotives, mainly for domestic roads. Since these plants have been put under the jurisdiction of the director general of the railroads, they will be furnished all the steel required as promptly as the steel mill and the railroads can make delivery.

The locomotive shops are now on the same basis as the shipyards and munition plants, being under direct control of the government, their entire output being subject to the orders of the Director General McAdoo. Under these circumstances, it is expected that the shops of the large interests will be able to turn out full capacity to meet the pressing needs of the carriers and extensions are being made to plants to increase output.

TRAVELING INSPECTOR

Lake Erie Foreman at Dickerson Run Is Promoted.

J. K. Evans, general foreman at the Pittsburgh and Lake Erie car shops at Dickerson Run for a number of years, has been promoted to traveling inspector on the Yough and Main divisions with headquarters at Dickerson Run.

M. J. O'Laughlin of McKees Rocks succeeds Mr. Evans as general foreman.

Subscribe for The Weekly Courier.

COMPENSABLE MINE ACCIDENTS

Numbered 20,915 in 1916. Over Half of Which Were in Soft Coal Mines.

Statistics have been compiled by the Workmen's Compensation Bureau of accidents causing death or disability to workers in and about the coal mines of Pennsylvania during the year 1916. Fatalities and serious accidents in which compensation agreements have not been filed of where the cases were not compensable under the law are not included in the tabulation. The tables, do, however, include compensable cases for fatalities in which it was necessary for employers to pay funeral expenses.

The compensation tables indicate 792 fatalities in the anthracite and bituminous coal fields during 1916, while all accidents reported indicate 1,112 workers killed in and about the mines during the year. The difference in the two total represents open cases and the cases not compensable under the law.

There were 191 workers killed in the anthracite fields for whom compensation was awarded and 9,413 workers injured and disabled for periods exceeding fourteen days and paid compensation. The amount of compensation paid and awarded during the year for fatality cases amounted to \$1,260,804. The amount of compensation paid for disability cases during the year was \$410,045 and it is estimated that \$56,602 additional will be necessary to carry the claims to completion.

In the bituminous fields there were 301 workers killed for whom workmen's compensation was awarded during the year and 10,719 workers injured and disabled for periods exceeding fourteen days and paid compensation. Two women employees were injured and received compensation awarded and paid during the year for fatality cases was \$771,748. For disability cases compensation amounting to \$516,492 was paid and \$37,795 will be needed to carry the claims to completion.

In the anthracite field 16,579 workers were injured and disabled for periods less than fourteen days. One of injured was a woman. The total number of days lost by the injured amounted to 96,711 and the wages lost totaled \$227,629. The total medical cost was \$53,727.

In the bituminous fields, 17,539 workers were injured and disabled for periods of less than fourteen days.

PROTECTION NEEDED

If the American Dye Industry is to be Saved From German Competition.

A much higher protective tariff wall must be erected in the United States if the dye industry is to prosper after the war, according to views expressed at the recent conference of American dye manufacturers, dealers and machinery men in New York.

E. S. Dalton, New York, declared that it will be impossible for dye manufacturers to maintain their present pace in the post-war competition unless the 30 per cent duty on dye imports be raised to 50 per cent.

"We can compete with France and England," said Mr. Dalton, "but Germany, with her cheap labor and her ability to obtain raw materials advantageously, will be a constant source of trouble. As merciless as the Teutons are when it comes to military warfare, they are much worse when it comes to commercial and industrial warfare."

NO PENALTY PROVIDED

Therefore Eight-Hour Law is Disregarded, Is Charge.

WASHINGTON, Feb. 8.—The eight-hour day for railroad workers is not being generally observed, F. E. Heberling, president of the Switchmen's Union, today told the railway wage commission. He said it was because the Adamson law placed no penalty on overtime.

Charges that the eight-hour law was being disregarded by the railroads in an effort to discredit the operation by increasing greatly the overtime pay to employees was made at a previous hearing.

HOME CONSUMERS FIRST

They Must Be Supplied With Coal Ahead of Industries.

The cold weather has created a heavier demand for custom coal and the fuel administration of this district is calling the attention of the coal operators that rules requires them to take care of certain customers before other deliveries can be made.

The preferred deliveries in this section apply to domestic consumers, hospitals and charitable institutions. Operators with orders from such customers on their books must make deliveries to them before coal can be sold elsewhere.

FLYER DISCONTINUED.

P. & L. E. Temporarily Abandons the Empire State Limited.

In order to conserve resources and permit the maximum movement of coal and food the Pittsburgh & Lake Erie railroad company has discontinued trains 33 and 34 on the main line from Pittsburgh, via Buffalo, until March 24. The two trains are known as the Empire State Limited. A new schedule was put into effect Sunday on the system but it provided for no changes on the Youghiohio division, between Conneltsville and Pittsburgh.

NO DECISION

Suspension of Headless Monday Delayed.

Fuel Administrator Garfield and Director General McAdoo conferred yesterday on the advisability of suspending the headless Monday order, but agreed to defer a decision until fuller reports have been received of conditions in different sections of the country.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, February 9, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Westinghouse & Steel Co.	Greensburg
400	Allica	W. Harry Brown	Allica, Pa. Co.
233	Allison No. 1	W. J. Rainey	New York
233	Allison No. 2	W. J. Rainey	New York
142	American No. 1	Railway & Peabody Fuel Co.	Pittsburgh
240	American No. 2	Railway & Peabody Fuel Co.	Pittsburgh
40	Anica	The Wilkey & Feather C. Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburgh
257	Besco	Champion Gas Coal Co.	Pittsburgh
29	Browning	Browning Coal Co.	Uniontown
50	Brownsville	Brownsville Coal Co.	Uniontown
31	Burchinal	Clark Coal Co.	Smithfield
265	Century	Century Coal & Coke Co.	Brookville
40	Champion	Champion Cville Coke Co.	Uniontown
50	Cyral	United Cville Coke Co.	Pittsburgh
233	Dumbo	Reliance Coal & Coke Co.	Pittsburgh
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
140	Donald 3	Consolidated Cville Coke Co.	Uniontown
149	Edna	Waltersburg Coal Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
12	Finley	Jas. Byrne & Co.	Uniontown
80	Frederick	South Fayette Coke Co.	Uniontown
119	Garwood	Aetna-Conneltsville Coke Co.	Conneltsville
58	Genuine	Genuine Cville Coke Co.	Uniontown
203	Grimm No. 1	Bessemer Coke Co.	Pittsburgh
203	Grimm No. 2	Hillman-Soft Coke Co.	Pittsburgh
310	Harbert	Conneltsville Central Coke Co.	Pittsburgh
45	Hillside	Westmoreland Gas Coal Co.	Pittsburgh
52	Hill Top	E. Conneltsville Coke Co.	McClintocktown
116	Hoover	James H. Hoover	Uniontown
38	Hope	Hope Coke Co.	Uniontown
195	Hustead	Hustead-Semans C. & C. Co.	Uniontown
260	Isabella	Isabella Coal & Coke Co.	Pittsburgh
24	Little Gem	Union Coal & Coke Co.	Uniontown
140	Katharine	Union Conneltsville Coke Co.	Uniontown
220	Lafayette	Atlas Coke Co.	Helen
50	Leon	Franklin Coal Co.	Mc. Pleasant
498	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gem	The Bister Coal & Coke Co.	Pittsburgh
250	Low Phos.	Cville Central Coke Co.	Pittsburgh
34	Luxerne	Luxerne Coal & Coke Co.	Pittsburgh
62	Marion	Southern Cville Coke Co.	Uniontown
132	McClintock	McClintock Coke Co.	Uniontown
225	Mc. Hope	Mc. Hope Coke Co.	Conneltsville
50	Murphy	Richard Coal & Coke Co.	Conneltsville
100	Old Home	W. J. Parrish	Uniontown
410	Orbit	Orbit Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburgh
72	Plumer	Plumer Coke Co.	Uniontown
201	Poland	Poland Coal Co.	Uniontown
130	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
36	Rice	Rice Coal & Coke Co.	Conneltsville
365	Royal	W. J. Rainey	New York
30	Sackett	H. E. Sackett Coal & Coke Co.	Smithfield
378	Seaside	Taylor Coal & Coke Co.	Uniontown
260	Shamrock	Fayette Coke Co.	Uniontown
60	Solon	Prospect Coal & Coke Co.	Uniontown
210	Sterling	Consolidated Cville Coke Co.	Uniontown
400	Sutton No. 1	Sutton-Gilbert C. & C. Co.	Masonstown
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburgh
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburgh
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
320	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Virgie	Byrne Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
76	Waukegan	Banning-Cville Coke Co.	Uniontown
60	Winners	Wineland-Gilmore C. & C. Co.	Uniontown
26	Yukon	Whyl Coke Co.	Conneltsville

11,843	16,657	FURNACE OVENS.	
120		Atcheson.....	Republic Iron & Steel Co. Gann
	100	Bridgport.....	H. C. Frick Coke Co. Pittsburgh
470		Brier Hill.....	Brier Hill Coke Co. Brier Hill
425	426	Buffington.....	H. C. Frick Coke Co. Pittsburgh
509	471	Colonia No. 1.....	H. C. Frick Coke Co. Pittsburgh
156	472	Colonia No. 2.....	H. C. Frick Coke Co. Pittsburgh
503	500	Colonia No. 3.....	H. C. Frick Coke Co. Pittsburgh
		Colonia No. 4.....	H. C. Frick Coke Co. Pittsburgh
250	250	Dearth.....	H. C. Frick Coke Co. Pittsburgh
500	420	Edenboro.....	H. C. Frick Coke Co. Pittsburgh
200	200	Fairbank.....	H. C. Frick Coke Co. Fairbank
400	400	Footdale.....	H. C. Frick Coke Co. Pittsburgh
202	202	Geneva.....	McKeesport Coal Co. Lebanon, O.
209	176	LaBelle.....	LaBelle Coke Co. Pittsburgh
452	340	Lambert.....	H. C. Frick Coke Co. Pittsburgh
516	516	Lockport.....	H. C. Frick Coke Co. Pittsburgh
244	150	Martin.....	Republic Iron & Steel Co. Youngstown, O.
30	50	Newcomer.....	H. C. Frick Coke Co. Pittsburgh
400	100	Republic.....	Republic Iron & Steel Co. Pittsburgh
350	250	Ronce.....	H. C. Frick Coke Co. Pittsburgh
5,826	4,857		

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Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bradoc Bee-Hive Coke Ovens.

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CAR OF COAL IS SEIZED FOR USE OF WATER COMPANY

Is First Ever Known to Have Been Commandeered For Local Supply.

THE FAMINE IS AVERTED

Shipment For the Pumping Station Is Lost in Transit From Dickerson Run and Water Company Appeals to Fuel Administration Agent for Relief.

The first car of coal ever known to have been commandeered in Conneltsville for the local use was seized Wednesday night in the Baltimore & Ohio yard in the Baltimore & Ohio yards for use of the Conneltsville Water company, to relieve a famine imminent at the company's pumping station. The car was one of three destined to a non-essential industry in the eastern part of the state.

Wednesday morning Superintendent A. E. Halstead of the Water company appealed to Mr. Connell and was referred by him to Administrator D. W. Kuhn in Pittsburgh. During the afternoon Mr. Connell received a message from Mr. Kuhn to take steps to relieve the water company. Mr. Connell and Mr. Halstead visited the office of the superintendent of the Baltimore & Ohio railroad company and the car was soon on its way to the pumping station.

The action was taken for the reason that a car had been lost in transit from Dickerson Run to Conneltsville and because of delay in arrival of a car from the plant of the Phyllis Mining company near Cheat Haven from which the water company draws its regular supply. With the car on hand the company will be able to go along for several days without trouble and in the meantime the cars in transit will probably be delivered.

Have You Coal Land for Sale? If so, advertise in The Weekly Courier.

SAEGUARDING THE MAN BEHIND THE MACHINE KEEPS INSPECTORS BUSY

Agents of Department of Labor Urged to Give This Special Attention, While Active in Other Lines.

James S. Darr and other members of the factory inspection force of the State Department of Labor and Industry, are being kept busy these days in several lines of activity associated with the work of their department. While the inspectors are expected to give a certain part of their time to assisting in every public movement designed to promote the best interests of the nation at war, they are also required to keep close watch upon the maintenance of safety conditions surrounding workmen in factories, machine shops and other places of employment.

This is, of course, their chief duty, but they are urged to give it rather closer attention than would ordinarily be required, it being realized that it is just essential to safeguard the men behind the machine as it is to equip the men behind the gun.

The inspectors are finding it somewhat difficult to secure prompt action upon their recommendations, not because of a lack of cooperation upon the part of plant owners and managers, or the absence of a desire upon part of the latter to take every safety precaution possible, but because the rush of orders, appeals for prompt shipment and the shortage of men make it impossible to take time to make the installation of safety devices or remove dangerous conditions. This is being done, but done slowly, hence much of the inspectors' time is being taken up in keeping tabs on the progress that is being made.

Asks Increased Freight Rates. The Pennsylvania railroad has applied to the Interstate Commerce Commission for permission to make increases ranging up to 15 per cent in rates on manufactured iron and steel, billets, pig iron and related articles, from Eastern producing points to localities east of the Mississippi river and north of the Ohio and Potomac and to Canadian points.

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ANDREW A. THOMPSON, Treasurer.

W. G. ROCK, Sec'y and Asst. Treasurer.

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800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.

CONNECTIONS: Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.

PITTSBURGH OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT De PUY, President.

JOHN G. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt. ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

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THURSDAY MORNING, FEB. 14, 1918.

OUR AWAKENING.

"We are not going to let them
get away with their dirty stuff."

That is the homely but expressive
sentiment to which men gave voice
when they yesterday began to report
in large numbers at a Philadelphia
recruiting station. And that is just
about the way young men all over the
country are feeling about the Tuscania
tragedy. This happening, which has
spurred them to action after all other
appeals, to become soldiers have failed.
The mean, sneaking methods by
which Germany is waging war has
aroused in these men a desire to "get
at" those who play any game unfairly.
They have been awakened to a
determination to do all that they can
to make the nation responsible for
such acts as have been committed by
Germany in the name of war, pay a
heavy penalty.

It is not exact to say that these men
are inspired by a spirit of revenge.
They have simply been slow to be
aroused to becoming engaged in the
"scrap," just as some men are not en-
thusiased over sports or games until
they witness them or some of their
close friends and associates begin
to take part in them, and their oppo-
nents begin to disregard the rules or
play unfairly. From being passively
interested they often become regular
fans, ready to fight for the "home
club" or their favorite player. In a
similar way they will become interest-
ed and later participants. In the great
game Uncle Sam is now playing.

In this respect we are again follow-
ing the same course of events that
transpired in England. Until disaster
began to fall heavily upon the
first lines of troops sent to stop the
progress of the Hun army toward
Paris in 1914, the English people as a
whole were even more apathetic about
the war than we have been. They
were quickly and deeply stirred when
the casualty lists began to come in and
they rallied to the nation's defense
with a spirit and determination to "see
the thing through" that has since car-
ried the British armies through many
arduous campaigns. America is now
feeling the same thrill to action that
awakened the still more slow going
Britisher.

Such an answer to the challenge of
Germany is a most wholesome sign.
It shows that while the great mass
of our people have been lethargic up-
on the subject of the war, and often
but little concerned in the preparations
for it, they only need an awakening
and they quickly take their part. The
rush to enlist which the Tuscania
sinking has started, is notice to Ger-
many that America has been stimu-
lated to greater effort to win the war
and that we will not stop short of
complete victory over Kaiserism and
all that it means.

"We are not going to let them get
away with their dirty stuff!"

CAUSE FOR CREEP, NOT FEAR.

When Hindenberg, the commander
of the German army on the western
front made the boast the other day
that "he would be in Paris by April,"
the vaunt was considered as having
relation only to the military successes
he assumes Germany will achieve in
the meantime.

The significant thing about the re-
mark lies less in its boastfulness
than it does in the statement to which
it was a reply. The occasion calling
it forth was a conference between the
editors of the most influential news-
papers of Germany and the chief of
the general staff at which the food
supply was the chief topic of discus-
sion.

Coming from widely distributed
parts of the German Empire and being
in close touch with actual conditions
among the people, the editors were
able to give the military

information about food and living
conditions which the Kaiser's representa-
tive might have otherwise been slow
to believe. They said his idea: "By
May there will be no food for the
German army." And the great war lord,
until talking about an unpleasant
and uninteresting subject, and imitating
the example of his master, uttered
the grandiose words about being in
the capital of France at a fixed date.

Therein lies the significance of the
incident. The world at large has long
suspected that the German leader was
all but bare, but the announcement of
the editors that the German army will
be without food by May, more than con-
firms the belief. Hindenberg's words
of course forebode the effort of the Ger-
man army to crush the Allies in front.

It is evident that calling out a few
men at a time to replace those sent
abroad would affect necessary industry
and commerce less adversely than
another large block draft and the
people have a right to hope the de-
partment will be guided accordingly.

In congratulating the Kaiser on his
birthday Carranza complimented his
brother in blood, saying: "You had
General Pershing sent on permission to
finish his job south of the Rio Grande
so that the Mexican people might have
just cause for rejoicing."

THINGS WE CAN AND MUST DO.

We hear much about what is being
done to exploit the pro-German propa-
ganda in this country and quite as
much concerning the necessity of vig-
orously combating it. The newspapers,
Four-Minute Men, and other public
speakers have day after day sounded
notes of alarm and have urged all pa-
triotic citizens to arouse themselves
to the duty of meeting the menacing
situation which is developing from the
rapid growth of this insidious evil in
many forms. But with all that has
been said and done to impress upon
the minds of the people the urgency
for definite action what have we as
individual citizens done?

In answer some say that they have
neglected no opportunity to show
their loyalty, nor have they failed to
respond to any call that has been
made to promote every worthy patriot-
ic movement. But has this been
enough? Have we put our professions
of loyalty to a practical test by doing
some concrete thing, or better, a num-
ber of them, in the direction of sup-
pressing evidences of disloyalty, or
preventing the spread of the nefarious
German activities in this country?

Have we realized that these activi-
ties cover every medium for influenc-
ing the public mind to Germany's
ends? We have prided ourselves on
our tolerance and open mindedness,
and having, as a people, a fair mea-
sure of frankness and decency, we
have, in an easy-going way taken the
industry of the pro-Germans among
us as harmless, even when there was
strong evidence to the contrary at
hand. Meanwhile, and even before
the war began, the German govern-
ment has spent millions of dollars,
and kept an army of agents busy in
conducting a propaganda through-
out playing upon the guilelessness and
the natural peace-loving tendencies
of the American people. The object of
this has been to retard our war pre-
parations and to hold this country off
from active participation in the con-
flict while the great beast of German
cruelty and autocracy stamped out the
hope and possibility of a peace that
will insure the world against future
Prussian dominance.

Since the war has been in progress,
the German activities in this country
have taken on new forms and been
conducted with increasing boldness.
The enemies of our government have
not hesitated to practice incitement,
and incite sedition and treason. They
are employing every possible means
to serve their ends and are cleverly
striving to make all persons of doubt-
ful or wavering loyalty pliant tools
in their hands.

The situation which confronts all
good Americans has become such that
it calls for the prosecution of a vigor-
ous and determined pro-American
and anti-German propaganda. It must be
so vigorous and so determined that
it will effectively counteract the ef-
fects of the horde of German agents.
We must overcome our diffidence or
neglect in reporting disloyal acts and
tolerances. We must not hesitate or
doubt showing up all lying propa-
ganda set in circulation to poison
the minds and weaken the loyalty of
our people. We must fight German
activities here at home just as coura-
geously as the boys in France will
fight the German from the trenches.

These are some of the things we can
do; they are the things we must do.

THE SECOND DRAFT.

Now that the final increment of the
first draft has been called to the col-
ors it is to be hoped the War Depart-
ment will soon make public the pol-
icy to be followed in summoning the
remainder of the selectives author-
ized by Congress. It is not to be denied
that the "second draft," as nearly
everybody calls it, is very much in
people's minds and their desire to
know how it is going to affect them
should be satisfied as soon as expedi-
ent says the Pittsburgh Gazette Times.

If, as many believe, no great block
of the young manhood will be called
at once, as in the case of the first
draft, but instead a few thousands at
a time to make up deficiencies in the
contingents caused by withdrawal of
men for Europe, the Provost Marshal
General ought to make the fact
known. People generally seem to ex-
pect a second draft in proportions
similar to the first, although they
stopped to consider that it is impos-
sible to empty the 16 cantonments all
at once they would be forced to a
different conclusion. An official de-
finition of the next step should accom-
pany the completion of the first Na-
tional Army.

The increasing difficulty of keeping
the industries supplied with skilled
workmen is another reason for reliev-
ing the public of all uncertainty about
the plans for conscription. The un-
dried phases of this problem are too
well known to necessitate their re-
call here and they are about to be
increased by a great national effort
to supply the farms with the work-
men needed for the 1918 harvest. The
transportation phase has not reached
that happy state where skilled men
can be further diverted; neither has
the ship building phase. And while
men occupied by their trades in these
national enterprises would be freed
from military service, their places in
the army would have to be filled by
men drawn from some other work
only less essential to success in the
war. The people, especially business
men, are thinking about these things
and would like to know as soon as
possible how further drafts are to be
made.

It is evident that calling out a few
men at a time to replace those sent
abroad would affect necessary industry
and commerce less adversely than
another large block draft and the
people have a right to hope the de-
partment will be guided accordingly.

In congratulating the Kaiser on his
birthday Carranza complimented his
brother in blood, saying: "You had
General Pershing sent on permission to
finish his job south of the Rio Grande
so that the Mexican people might have
just cause for rejoicing."

With two courses broad rationing to
issue to our patrons, better of dis-
cussion will have to add an
anticipatory or other person skilled in
handling delicate balances, to their
buffs.

THE REGULAR ARMY MAN.

In the letter of Sergeant Smith, ap-
pearing in Friday's Courier, there
was presented so frank and intelligent
a statement in behalf of the men in
the Regular Army service, that it is
certain to receive very thoughtful con-
sideration by all those who are interest-
ed in the soldiers now composing
Uncle Sam's fighting forces.

The fact that the men who form the
units of the regular establishment hail
from widely separated sections of the
country and enter the service in small
numbers from a given community at
one time, their going away is un-
noticed by all except their immediate
friends. They take their departure as
citizens hence attract no attention in
their going.

The National Guard units are a part
of the community life. Their member-
ship consists of young men among
whom certain ties have been formed
before they entered the service. They
are the only type of soldier with which
people at home are familiar, hence
when they leave the home station for
duty, their departure becomes a com-
munity event because they leave as
an organization, not as individuals.
Like the recruits for the Regular Army
pass out from home one by one. The
Selective Service men depart under
somewhat similar circumstances and
arouse even more interest largely due
to the novelty of the manner by which
they are to become warriors of the
khaki.

To these circumstances is attribut-
able the fact, which Sergeant Smith
notes, that the home ties of the select-
ed men and the guardsmen are strong-
er than those of the regulars, and that
the former "get all the goodies" and
attention from the folks at home.

True to the traditions of the ser-
vice Sergeant Smith does not complain
of these things, but he does bring
them to the attention of all of us in a
straight-forward and soldierly man-
ner. What he says may have escaped the
notice of those who have been
deeply interested in making provisions
of all kinds for the welfare and com-
fort of the warriors of Uncle Sam's
uniform. To these persons the term
"soldier" has too often been restricted
in its meaning to those in whom there
is a personal pride and interest. This
has been less the result of a selfish
regard for only one class of soldiers
than it has been of oversight for the
heart of the people back home goes
out to all those young men who have
answered their country's call. Un-
fortunately for the regular he has not
been included in the scope of the plans
which groups of the friends of the se-
lected men and the guardsmen have
formed. We have been so engrossed
in making provision for the soldiers
who we may know personally that we
have overlooked the fact to which
Sergeant Smith has directed attention.

Now that it has been presented to
us so clearly, we ought in the future
to be glad of the opportunity to extend
our solicitude to embrace the soldier
who has no family ties except those
of the great human family, but who
is "just as human as the selected man
and the guardsman" and who "can ap-
preciate it when he knows that he is
being remembered."

Twelve million colored people
have rallied to the defense of their
country in this crisis, and will do
their full share in helping to win this
war for democracy. Dr. Robert
R. Moton, principal of Tuskegee In-
stitute, successor to Booker T. Wash-
ington in that office, said recently in
an address at the Tuskegee Confer-
ence.

MORE "HEATLESS" MONDAYS.

The suspicion that the "heatless"
Monday order was originated more as
a measure to help untangle the rail-
road situation than it was to affect a
conservation of fuel, becomes more
apparent since the decision has been
reached to continue instead of to an-
nul the order.

From whatever standpoint the ques-
tion of coal shortage may be consid-
ered, no conclusion can be reached
which ignores the fact that at no
time since winter began have the rail-
roads been able to supply transporta-
tion at all equal to the capacity of
the mines to produce. With the multi-
plying handicaps of an unprecedented
cold winter, each succeeding day has
witnessed an increase instead of a less-
ening of the traffic congestion.

Mines are less able to operate any-
thing like full capacity than they
were a month ago and the railroads
have not yet cleared the sidings of
loaded cars which left the mines
weeks and, in some instances, months
ago. The inevitable result has been
that coal shortage in sections of the
country farthest removed from the
mining fields has become acute.

The effect of the idle Mondays has
been very much less in the actual
saving of coal than it has been to re-
duce the volume of freight traffic,
other than coal and coke. What help
has been given in this direction has
been more from offset by the weather.
The cold snaps, heavy snows and
winter storms have come with such
frequency that the railroads have not
recovered from one until another was
upon them. Instead of making a sub-
stantial gain an actual loss has re-
sulted from all the prodigious efforts
made to clear the railroads for the
quicker passage of freight.

Knowledge of these conditions
seems to have prompted the Washing-
ton authorities to maintain the closed
Monday in force and possibly to add
to its effectiveness by a more exten-
sive shutdown until relief comes to the
railroads. Which goes to show that,
being liberally interpreted, the order
to save coal meant also to save the
railroad situation.

QUALITIES THAT WILL TELL.

"The soldiers," says the press dis-
patches in reporting the behavior of
the men aboard the Tuscania at the
time she was torpedoed, "were im-
mediately lined up and while standing
at attention as one man, began to sing
"My Country 'Tis of Thee" and the
"Star Spangled Banner." The crew,
which lined up on the opposite side,
sang "God Save the King."

Such calmness and self control in
the presence of grave danger has long
been characteristic of American sol-
diers and sailors. It is these qualities
and a wholesome discipline that will
tell when the supreme test comes on
the fields of France. None can doubt
the outcome which the Germans so
much fear, notwithstanding their
proud boasts and boisterous bluffs.

The open grave was second only in
roof falls in mines as the agency of
violent deaths during the year.

LOSS OF THE TUSCANIA.

The appraisal by Secretary of War
Baker of the significance the sinking
of the Tuscania is correct. "It
brings us," says he, "face to face with
the losses of war in its most relent-
less form. It is a fresh challenge to
the civilized world of an adversary
who has refused but made more dead-
ly the stealth of the savage in war-
fare. We must win this war and we
will win this war. Losses like this
unite the country in sympathy with
the families of those who have suffer-
ed loss. They also unite us to make
more determined our purpose to
press on."

While all have hoped few have real-
ly expected that the monumental
task of transporting even a part of
our Army across the Atlantic would
be untroubled by disaster similar to
that which befell the Tuscania. That
so many troops have been landed in
France, prior to the sinking of the Tus-
cania, is little short of wonderful. In
face of the obstacles to safe naviga-
tion which the Germans have placed
in the European waters, and the
over present menace of the U-boats,
the transportation of our troops is
an achievement which would have
been impossible save for the skill,
daring and resourcefulness of the
officers and men comprising the naval
forces in those waters.

It is highly probable that there
will be other sinkings. It is one of
the hazards of the war. Moreover
Germany is pushing its submarine
campaign to the limit of its effective-
ness, the immediate object being to
interfere with our troop movement.
Realizing that the arrival of American
troops in France in any considerable
numbers means the sealing of her
fate, Germany will be more alert than
ever to prevent the consummation of
such plans.

We must serve ourselves to receive
news of further sinkings from time
to time, although we may console
ourselves with the thought that men
of the Navy who are patrolling the
waters of the danger zones may be
dependent upon to be ever on guard.
They cannot possibly prevent all at-
tacks being successful, but they can
stand ready to make the supreme sacri-
fice in order to save the life of
every soldier who is on his way "over
there."

As Secretary Baker points out,
"Losses like this unite us to make
more determined our purpose to
press on." If this unity of purpose
is made so strong that we will press
on with irresistible strength and
power, the sacrifice made by those
who lost their lives in the Tuscania
will not be in vain.

COLORED MEN AND THE WAR.

In the attention given to the draft,
the selection of men for military serv-
ice and their going away to the train-
ing camps, most of us have overlook-
ed the colored American citizens as
factors in the war. We have taken
only passing interest in the fact that
they, too, are subject to service like
the whites, and even less interest in
the part they are otherwise taking in
the war.

Twelve million colored people
have rallied to the defense of their
country in this crisis, and will do
their full share in helping to win this
war for democracy. Dr. Robert
R. Moton, principal of Tuskegee In-
stitute, successor to Booker T. Wash-
ington in that office, said recently in
an address at the Tuskegee Confer-
ence.

The colored race has furnished a
large number of soldiers in every war
in our history. They have voluntarily
enlisted in large numbers in the Army
during their recent war and are fur-
nishing their quota under the selective
service law. They are doing their
part in the mines and at the coke
works and in other lines of work, both
north and south.

Doctor Moton says that the colored
citizens in the farming sections where
they form a large part of the popula-
tion will increase the production of
food stuffs in about the same propor-
tion as other tillers of the soil, and in
their homes they will observe the
conservation rules with careful atten-
tion to results. The colored minis-
ters in the south are preaching and
teaching thrift among their race no
less vigorously than they are teaching
patriotism.

The Treasury Department at Wash-
ington reports that it is impossible
to obtain figures on the amount of
Liberty Loan bonds purchased by col-
ored Americans in the first and sec-
ond loans, but it is known that ac-
cording to their means and ability
they were very loyal and active and
liberal subscribers to the loans.

These facts about the colored man's
relation to the war are not generally
known. They should be, showing, as
they do, that the people of this race
have been no less loyal and patriotic,
and no less ready and willing to make
sacrifices for their country, than their
fellow citizens of the white race.

COLONEL J. M. REID.

Before his retirement from business,
and the impairment of his health, the
late Colonel J. M. Reid was one of the
most active, energetic, enterprising
and public-spirited citizens of Con-
nelville. He was identified with
many enterprises that have been in-
strumental in advancing the material
interests of the community and was
always ready to willingly and gener-
ously aid every public undertaking. In
these things his life and services
have contributed much of permanent
value to his home city, which is the
true measure of the worth of a man
who would aspire to be a useful citi-
zen, and as such he will be long re-
membered.

His social graces and qualities gained
for him an abiding affection in the
hearts of those who came in closest
contact with him. That is the sincere
tribute friends will pay to his mem-
ory as a man whom it was their privi-
lege to know intimately and esteem
highly.

SHOULD BE INVESTIGATED.

While Director General of Railroads
McAdoo is not paying much attention
to the charge made by President Lee
of the Brotherhood of Railroad Train-
men, that railroad officials are "lay-
ing down" in an effort to discredit
the government control of the rail-
roads, the allegations have been so
direct and specific that a thorough
investigation should be made to es-
tablish their truth or falsity.

In the unprecedented conditions
with which the railroads are confront-
ed it is easy for any sort of charges to
be made. When they are made by a
person occupying so important a posi-
tion as President Lee the author of
them should be required to produce
proof. It is due both the government
and the public. If any condition is
prevalent in the operation of the rail-
roads which is inimical to the inter-
ests of the nation as a "laying down"
of the officials would most certainly
be, that it should be removed quick-
ly and effectively.

Director General McAdoo prefers to
the present situation as government
control of operation, not government
operation of the railroads. The pub-
lic is not likely to draw the same dis-
tinction, hence feels that responsibil-
ity rests directly upon the government
to clear the transportation situation
of every form and kind of hindrance,
that being the popular conception of
the office in the government taking
over the railroads. The Lee charges, or
any that may have been made affect-
ing the operation of the railroads,
should be investigated and such
measures applied as the results may war-
rant.

THE GOOD CRITICISM WILL DO.

The strongly partisan Democratic
newspapers and Democrats generally
whose vision does not extend beyond
party lines, objected to the criticism
that was recently directed at the War
Department. They refused to see the
patriotic purpose behind it, and were
incapable of believing that any good
could result therefrom. Fortunately
for the Democrats, and still more for
the country, the views of all pub-
lications having Democratic
editors are not all cast in the same
narrow groove.

There has been no more militant
and vigorous supporter of American-
ism in the present war than the Man-
ufacturers Record of Baltimore and
no franker or more outspoken critic
of the deficiencies of the Administra-
tion and the governmental depart-
ments than its able editor, Richard H.
Edmonds, one of the most influential
men in the whole southland. The
Record, like all other publications
which have taken a dispassionate
view of the situation, believe that the
criticism was not only justified, even
necessary, but that it is already hav-
ing a most beneficial effect. Real
constructive work has followed which
means the fuller development of
America's power for winning the war.

Outside of the prejudiced partisans
the people are beginning to under-
stand that changes in conditions in
Washington were needed and for the
reasons which the Record thus ex-
plicitly states:

"All that this nation is after, in
whatever criticism may be made about
the need of increased efficiency in
Washington, is wholly to stimulate
the vigor with which we shall press
this war. No man in this country,
unless he be a pro-German's hell-
ish activities, is criticizing inefficiency
in Washington from any other than
the highest patriotic motives."

"This nation does not look to Presi-
dent Wilson as a Democrat; it for-
gets for the time being his politics
and recognizes him as the President
of the entire people, regardless of
parties. It may not always approve
of every move that he makes, and
President Wilson is a big enough man
we are sure, to prefer that those who
do not approve of all that is done
shall openly say so. Only in this way
can he and those surrounding him
know whether the nation is entirely
satisfied with the way things are go-
ing or not."

THE OVERWORKED DOCTORS.

The reduction in the number of phy-
sicians, through so many having en-
tered the military service, taken in
connection with the medical work
required in connection with the draft,
has thrown exceptional heavy burdens
upon the members of the profession
who are in active practice. This situ-
ation is rather playfully portrayed
by the Mirror, the official organ of the
Fayette County Medical Society, which
says in the current issue:

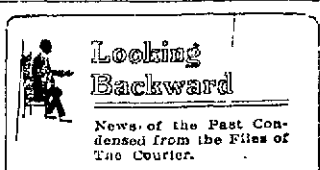
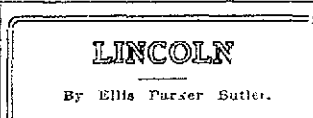
If you should see a physician acting
a little queerly these days, don't jump
at the conclusion that he has broken
training. He may be a member of a
local draft board and is only stagger-
ing under the weight of his many du-
ties which the government has thrust
upon him.

If he is a rapid worker, he may not
have time to devote more than eighteen
hours a day, to the job, but most of
them are finding out that a twenty-
four day is hardly long enough.

If he is also trying to practice a
little medicine on the side, he is
probably beginning to look forward to
a solemn in an institution of the Dixie
more type with a feeling of relief.

While the physicians will appreciate
the humor of this portrayal, they will
also give testimony that they are find-
ing little cause for merriment in the
situation, which is making so urgent
demands upon them. Like other good
patriots, they are not complaining
but are glad of the opportunities they
have to do their part in helping win
the war.

Perhaps there is no profession
which has contributed a larger per-
centage of its members to war service
than the medical profession. They
are many who, because of advancing
years or slight impairment of health,
have not been permitted to join the
medical department of the army. As
in the case of thousands of men in
other walks of life, their inability to
have an active part in the great con-
flict is the lasting regret of their
lives. But this is not preventing them
from doing their bit along other lines,
just as the doctors are doing, even if
overworked in the doing.



Washington created a nation; Lin-
coln preserved it. With his embattled
farmers Washington fought for the
principle of self-government and
created a nation based on the right
of men to govern themselves, and the
result was the first great democracy
of modern times. With force of arms
and ideas Lincoln fought to preserve
that democracy from disintegration
lest it might become in time a horde
of petty, ineffectual states, powerless
against any autocratic conqueror.

That which Washington made pos-
sible and Lincoln made permanent
was a democracy so virile that today
it is the greatest nation on the surface
of the globe, and the happiest, and
the most contented. That which
Washington created and Lincoln pre-
served has proved for all time that
man's happiness and safety and op-
portunity for development are greater
under a democratic form of govern-
ment. The idea embodied in the na-
tion created by Washington and pre-
served by Lincoln is now existing in
sister democracies throughout the
world. Working out their peaceful
destinies while assuring their inhabi-
tants in their rights of life, liberty,
and the pursuit of happiness, these
sister democracies have won a right
to existence and to a continuance of
the self-government they have volun-
tarily chosen.

Today these sister democracies are
attacked and their existence as free
democracies imperiled by an auto-
cratic power that sees its autocratic
existence threatened by the growing
spirit of self-government among its
own people. Governing by might this
ruthless power seeks, by a war of
conquest waged against democracies,
to prove that Government by might
alone can prevail and that democracy
is a failure and an impotent protec-
tion.

Where would Lincoln stand were he
alive today? No man can doubt where
he would stand! With his eyes turned
toward Europe, where democracy is
fighting a life and death battle against
autocracy, and with a knowledge that
with the fall of Europe's democracies
all democracies must sooner or later
fall under the heel of the autocrat,
he would pray for a new birth of free-
dom for our nation—for freedom to
stretch our arms beyond our own
coasts to help our distressed and
bravely fighting sisters.

Abraham Lincoln, would he alive
today, would not counsel us to turn
back from what we have so gloriously
begun in the cause of world freedom.
Turn back? Looking across the sea
he would say, as he said once before:
"It is rather for us to be here doc-
trinally, to the great task remaining be-
fore us—that this nation, under God,
shall have a new birth of freedom—
and that government of the people, by
the people, for the people, shall not
perish from the earth."

"Make a bridge of ships to France,"
is General Pershing's appeal to the
Americans. If we do not respond we
may have to make a bridge of ships
from France to America.

In eating while, which may become
the custom under meat conservation
orders, the same rule will probably
apply as in eating here—first catch
your whale.

In subscribing to War-Savings
Stamps the school children have re-
solutely taken their cue from the buyers
of Liberty Bonds.

Coal deliveries, the Fuel Administra-
tion says, must resemble charity in that
they shall begin at the homes of the
domestic consumers.

If Congress retains the spirit of inde-
pendence it has recently shown Presi-
dent Wilson is going to have some
difficulty in putting over the bill that
the German bill which would give the
President all the powers of a supreme
dictator.

The proverbial hospitality of some
set count must have been chilled by
the arctic season, otherwise President
Wilson would never have been sent
home to nurse a pair of frost-bitten
ears.

COUNCIL PROPOSES APPEAL TO PUBLIC SERVICE COMMISSION FOR WATER SHORTAGE RELIEF

"Pleasure Policy" of Company Is Given Blame for the Inadequate Supply.

HALSTEAD DOING BEST

But Superintendent Is Handicapped by Men Higher Up, in Opinion of Some; Says Company Fears to Pump Mains to Full Pressure; Would Burst.

Going before the Public Service Commission with a complaint against the Conneltsville Water company with a view to relieving the shortage of aqua pura in some parts of the city, at present acute, and providing for an adequate supply in the hill sections at all times was proposed in council at regular February session Monday evening, and while there was no formal endorsement of the proposal it was informally agreed that City Solicitor E. C. Higbee shall be authorized to prepare the complaint.

Mayor John Duggan, nemesis of the water company, again denounced what he termed its "pleasure policy." Nobody present had any thing but words of praise for the effort. Of Superintendent A. E. Halstead to relieve conditions but it was generally agreed that the so-called "pleasure policy" of the company has his hands tied so that it next to impossible for him to accomplish much. Stress was laid on the alleged fact that while the gas and electric companies take care of abnormal conditions promptly the water company has failed to do so. It was contended that one reason for failure of the company to supply the people of the pinnacle section with water is that men refuse to work for the wages paid; wages said to be lower than are in effect generally over the region.

It was Councilman Roy W. Hoover who first brought up the water question. He declared it to be a shame that so many families are compelled to carry water for long distances as if the case in some parts of the city. The company should be compelled to furnish it, he said. Mayor Duggan entered into the discussion to say that he had the water situation in his notes and had intended to bring it up. Mr. Hoover proposed that a complaint be lodged with the Public Service Commission. Superintendent M. B. Pryce of the Department of Public Safety declared that if there is to be avoided general bursting of pipes, due to the thawing of the ground, that it is necessary to act quickly toward getting relief. Within the next 48 hours he predicted a "blow up" of a large part of the system now frozen.

It was asserted that the lack of pressure on the higher levels has been in a large measure due to the failure of the company to provide adequate pressure because of fear that if the pumps be worked to capacity the mains would burst. The company is working one pump the mayor said. It is afraid to work more, he said. He scored its failure to provide an auxiliary main from the pumping station for use in an emergency.

Options of members were expressed relative to the value of the plant but no one was ready to fix a value in event of the city wanting to buy. The city has \$150,000 in sight, the mayor said. The company once proposed to sell for \$800,000 but it has since "in a roundabout way," Mr. Duggan said, suggested \$600,000. "Their idea is to sell to the city at a great big price," said the mayor, "but they must give us credit with having a little good sense."

The proposed complaint before the Public Service Commission was not, however, along the line of contemplated purchase but to secure better service. No definite action was taken. At the conclusion of the discussion Mr. Duggan said he would have the solicitor prepare a complaint.

FLOUR SPECULATORS

Make Involuntary Contributions of Profits to the Red Cross.

WILKES-BARRE, Feb. 12.—Wounded soldiers will benefit from the folly of five Pennsylvania dealers who tried to speculate in flour.

Food Administrator Washburn, of Luzerne county, recently heard that a carload of 320 barrels of white flour had been purchased by five retailers in Nanticoke. He sent an investigator, who found the flour stored away.

The food administrator seized the flour and sold it to dealers at a profit of 50 cents a barrel and turned over the profit, \$160.00, to the Red Cross.

REFUSED DIVORCE

Judge Van Swearingen Declines to Grant Decree in Flyler Case.

After hearing the testimony of Pittsburgh physicians relative to the case of health of Mrs. M. T. Flyler, of Pittsburgh, Judge J. Q. Van Swearingen Monday in Uniontown refused a divorce in the suit brought by Gilbert Flyler a Baltimore & Ohio engineer of Conneltsville.

The master in the case had recommended a divorce.

In Aerial Service.

Mr. and Mrs. D. J. Herwick of East Fayette street, received a letter from their son, Quay F. Herwick, who has been at Camp Taylor, Louisville, Ky., waiting assignment, saying that he has been assigned to the 95th Aero Squadron, and has been sent to Wright Field, Fairfield, Ohio, where he will be in training. He says it is a fine place. Everything is up to date.

Small Fox at Edenboro.

The home of Mrs. Lena Miley at Edenboro, German township, has been quarantined. Mrs. Miley having become a victim of small pox.

FOREIGN ENEMIES MORE DANGEROUS THAN SUBMARINES

Imported Insects and Plant Diseases Cause Loss of \$500,000 a Year.

IS MOSTLY IN FOODSTUFFS

Would Keep Nearly 4,000,000 Men Supplied With Provisions; Importation Should Stop American Growers Able to Propagate Any Plants We Need.

If it were announced that 500 food-laden ships valued at \$1,000,000 each had been sunk by submarines, the people would be appalled. Especially would that be true at this time of food shortage. But, the officials of the United States Department of Agriculture tell us that conservatively estimated \$500,000,000 is the loss caused yearly to our farm, orchard and forest crops by imported insects, yet we continue to import plants on which these pests come into the country. This loss of \$500,000,000 annually is mostly food stuffs, which would keep an army of nearly 4,000,000 men continually supplied with provisions. These losses are so stupendous and so vital at this time that further importation of ornamental plants should cease at once, as a war measure, if for no other reason.

According to a recent report of the Federal Horticultural Board of the United States Department of Agriculture, 192 insects and 116 plant diseases which might prove harmful to American plants were detected in that year on imported plant materials by Federal and State inspectors. These inspectors admit that it is impossible to detect all of these insects and diseases, and this accounts for the discovery every year of several new pests established here.

The value of these imported plants seldom exceeds \$3,500,000 in any one year; yet we are told by certain importers that it would be a great hardship on the country if this importation were to be stopped. The facts show that to continue such importation is a hardship many times greater, and all out of proportion to the gain.

Based on the growth and value of our nursery and horticultural establishments as recorded by the census of 1910 these establishments are worth today, nearly \$90,000,000. It would seem that these nurseries could grow this comparatively small amount of material that we import. Our leading horticulturists, agriculturists and nurserymen agree that we can propagate any plant in this country that we now import. We would keep the money at home that now goes abroad and we would not endanger our native plants by these foreign pests. The Federal Bureau of Entomology has prepared a list of 3,000 insects alone not to speak of the large number of plant diseases, which has not yet been compiled, that would be harmful to our native plants, but which have not yet reached here. Many of these are sure to come if we continue to bring in plants which are the natural carriers of these pests.

We are already spending more money yearly, fighting imported insects and plant diseases, than the value of all the plants imported and the loss caused by these imported plant enemies is over one hundred times the value of these importations. Other countries have legislated against imported plants but the United States continues to be a dumping ground for these pests. Our system is haphazard, endangers our resources, and is unjust to the producers of our food. The Hessian Fly, Alfalfa Weevil, San Jose Scale, Codling Moth, Citrus Canker, Chestnut Blight, Pine Blister Rust, Gypsy Moth, Brown-Tail Moth and Leopard Moth are only a few of the well known insects and diseases that are costing the country millions each year. There are scores of grubs, blights, wood and bark borers gnawing away at our resources.

There is only one way to avoid increasing this tremendous burden and that is the prohibition of importation of plant materials. A Senate bill now before Congress seeks to do this and it should have the support of every producer and consumer of food stuffs. While it will prohibit the wholesale importation of plants it does not prevent us from obtaining new plants for propagating purposes through the Department of Agriculture.

RECEPTION FOR DRAFTEES

Methodists Bid Farewell to Ralph F. Sliger, a Member.

At the close of services in the Methodist Episcopal church Sunday an informal farewell reception was tendered Ralph F. Sliger, a member of the church, who will leave tomorrow night for Camp Lee.

While the reception was in progress G. M. Swartzwelder, who is home from Camp Lee, came in and was invited to the platform.

NEPHEWS GET ESTATE.

Sum of \$12,000 Goes to Brownsville Boys.

In the will of Mrs. Sarah J. Smith, of Brownsville township, filed yesterday in Uniontown after all other bequests are made, the balance of an estate valued at \$12,000 is to be equally divided among three nephews of the deceased, Walter, Frank and Frederick Miller.

Assistant Superintendent.

Miss Nan Minnis, daughter of Mrs. James Minnis of East Crawford avenue, has been made assistant day superintendent of the Maryland University hospital, in Baltimore. Her sister, Miss Jennie Minnis, is night superintendent at the same hospital.

Advertise your coal land in The Weekly Courier.

RED CROSS CHAPTER SHIPS TOTAL OF 36 CASES OF SUPPLIES

Aggregate Value Is Placed at \$3,043.45 by the Executive Officers of Organization.

The Conneltsville Chapter of the American Red Cross has shipped another consignment of hospital supplies, knitted articles and surgical dressings to the division warehouse of the American Red Cross in Philadelphia. There were 11 cases, containing 6,380 pieces valued at \$3,043.45.

The local Red Cross since its organization has forwarded to Red Cross headquarters a total of 36 cases of surgical dressings, knitted articles, hospital supplies in addition to four Christmas cases, making a total in all of 40 cases. Included in these shipments was work turned in by the auxiliaries at Pennsville, Onolopie, Vanderhill and Dunbar.

Saturday's shipment was as follows: Surgical dressings, 210 cotton pads, 47 pneumonia jackets, 1,050 compresses, 95 many tailed bandages, 120 shot bags, 60 straps and buckles, 1,475 wipes, 70 scotch cap bandages, 200 heel rings, 50 paper backed pads, 950 ointment pads, 20 absorbent cotton pads, 140 cotton pads, 150 gauze rolls, knitted articles, 180 sweaters, 50 mufflers, 100 wristlets, 30 French caps and one afghan, the latter donated by the Philip Freeman Chapter of the Daughters of American Revolution; hospital supplies, 820 hand towels, 230 hospital bed sheets, 95 pair suits of pajamas, 20 hot water bag covers, 80 bed socks, two complete quilts, 140 operating towels, 720 handkerchiefs, 50 substitute handkerchiefs, 145 bed sheets and 330 pillow cases. In addition to one afghan the Philip Freeman Chapter, Daughters of the Revolution, also donated five sweaters, one muffler and one pair of wristlets.

MONTH OF HEROES

Is the Distinction Which Belongs to February.

February is a cold and bitter short month. But despite its disagreeable features, one always thinks of February with a very real sense of pleasure. For it stands out on our calendar as a month of heroes, says the Christian Herald.

It was in February that a boy was born in a stately Southern manor house—a boy who was destined to lead the fate of a nation in his strong, capable hands—a boy who was destined to lead a country away from kings and kingly power and kingly greed to a form of government that would be by and for the people.

And it was in February, perhaps a century later, that another boy was born in a middle western log cabin—a boy whose hands were the tender though toll-worn hands that later bound up the bleeding wounds of the same nation and brought the dream of peace and brotherhood to its troubled soul.

February—the month of heroes! Washington and Lincoln are figures that live in the hearts of every patriot—Washington with his courtly grace—Lincoln with his homely features and his understanding smile. And because of his association with them, February, despite its cold weather, its dark nights and its snowy dawns, will always be known and loved and looked forward to as the bravest month of all.

ENROLLING OFFICERS

Stations For Signing Up of Shipbuilders Established in the County.

The United States Public Service Reserve of the department of labor has established enrolling stations throughout the county for the purpose of enrolling mechanics for the shipbuilding industry. Already 100 applications are on file for the work and persons interested in the government jobs can get further information by communicating with any of the following persons:

Connellsville, P. Bufano, Foreign Department of the Yough Trust company; Uniontown, H. G. Sturges, The Herald; Smithfield, Squire H. O'Neil, and at Perryopolis, Howard Adams at the First National Bank.

BACK BROKEN

Owensdale Accident Victim Dies After Eight Months.

Martin Gabriza, aged 36 years, of Owensdale died at his home there on Saturday as the result of a broken back received eight months ago. Gabriza was crossing the railroad track back of his home and had crawled through under some cars, that started while he was under them, causing the injury. He was taken to the Memorial hospital in Mount Pleasant and was kept there for several months before being taken home.

Watkins-Trust.

Miss Bessie E. Trout, daughter of Mrs. Jennie Trout of Scottsdale, and Watkins R. Watkins, of Youngwood, were quietly married Thursday evening at 8 o'clock in the home of the bridegroom's sister, Mrs. G. R. Taylor in Fourth street, Youngwood. Rev. Yohner officiated, using the ring ceremony. The attendants were Mrs. Anna Brinkley, an aunt of the bride, and G. R. Taylor, a brother-in-law of the bridegroom. At 9 o'clock a beautifully appointed wedding supper was served, a color scheme of red, white and blue predominating. The bridegroom left yesterday for Camp Lee to go into training.

Smileage Books Shipped.

One hundred smileage books have been purchased and forwarded to the Conneltsville boys at Camp Lee out of the fund provided by the smileage dance in Markell hall recently.

Mr. Workman Improved.

David L. Workman, who has been ill at his home at Bellview, is able to be out again.

SILK COMPANY IS PREPARING TO PUT ON A NIGHT SHIFT

Extra Force Will Begin Work as Soon as Training Course is Completed.

BIG DEMAND FOR GIRLS

As Many as Apply Will be Given Light, Pleasant Employment; Present Output Is 200 Pounds of Silk Daily; 65 Girls and Six Men on Roll.

The factory of the Specialty Silk company, operating on the West Side, is ready to go to work on a night shift as soon as sufficient lay workers can be trained in the work. The mill is not yet running full but on the day shift and there is employment for as many girls and women as apply. Over 200 pounds of silk is wound, reeled and re-sketched during the day by the present force of 65 girls and 6 men.

The silk factory is one of the cleanest and most sanitary establishments in the city. Machinery does all the heavy work and the girls simply operate the machines. The factory employs a good class of girls and every one is satisfied with conditions. Sixty-five per cent of the girls hired since the mill began operation are still at their machines.

New employees are at first paid for just watching the operations and learning how to work the machines. As a girl learns the salary is increased, and when she is able to handle one side of a machine she is given an additional increase and then is paid by the piece. More than half the girls now employed are being paid by piecework. A girl on piecework makes more money than one drawing a weekly salary.

Safety devices and belt guards are being installed by the silk company. Solid sheet from doors blocks the entrance to the elevator shaft and can be unlocked from the inside only.

The silk used at the mill comes direct from Japan and is still bound in the Japanese grass. The silk reeled sketched at the mill Thursday, the usual daily output, would have stretched around the world one and one-half times. A pound of raw silk is between 307,900 and 330,700 yards in length. The silk spun on Thursday would have stretched farther than 39,261 miles. The output of the plant is being used by the government for aeroplane wings.

All the machines in the West Side factory are not running yet, and when sufficient help is secured to run all these machines, a night shift will be started. Should the mill be able to operate night and day, running full an addition would be immediately be erected. One end of the factory has been boarded instead of bricked and the addition will be made at that place.

The name of William Lewis Ball of Conneltsville, has not been reported in any list issued by the War Department, either of the passengers or the survivors of the Tuscania.

ANOTHER QUOTA OF DRAFTED MEN WILL GO IN TWO WEEKS

Local Boards for Districts Nos. 2 and 3 have received word from the War Department to get 13 percent of their remaining quotas ready for entrainment to Camp Lee during the five day period commencing February 22. The orders were received Monday morning.

District No. 5 has a 20 per cent of its quota still to send. Between 13 and 15 men will go with the next quota of men. The order says that a schedule and further details regarding the entrainment of the next batch of draftees will follow later.

One change was made in the personnel of the men who are to go from No. 3 tomorrow night. In the place of Jesse Burgard John Rizza has been listed. Burgard's name was put on the list through error.

The draftees will report at the office in the Title & Trust building at 10 o'clock in the morning and the second roll call will be held at 4 o'clock.

SECOND ARREST MADE IN CONNECTION WITH B. & O. CAR ROBBERY

S. Wagner is Apprehended at Swiswale; Detective Hess Resting Easily.

Another arrest in connection with the shooting fray between Baltimore & Ohio railroad detectives and car robbers was made Sunday when a man said to be S. Wagner was arrested at Swiswale. The man was wounded by bullets but he will be brought back here some time today. This third man in the case has not yet been apprehended.

Harry McCormick, who was caught in the freight car while his companions escaped, was given a hearing before Alderman Fred Nunk and committed to jail on charges of breaking and entering, aggravated assault and battery and being an accessory to the shooting of Detective R. M. Hess of Martinsburg, W. Va. McCormick refused to divulge the names of his companions.

Mr. Eaton Home.

O. L. Eaton, who underwent an operation at the West Penn hospital, Pittsburgh, has returned home and is getting along splendidly, being greatly benefited by the operation.

Dr. Kerr Now a Major.

A commission as major in the Medical Reserve Corps of the army was issued Friday to Dr. James P. Kerr of Pittsburgh, brother of Dr. J. French Kerr of Conneltsville.

IMPRESSIVE FUNERAL SERVICES ARE HELD FOR COL. J. M. REID

Business Associates, Friends and Admirers Fill Presbyterian Church for Obsequies.

Beautiful and impressive funeral services for Colonel James Madison Reid were held Saturday afternoon at 2:30 o'clock from the First Presbyterian church of which Colonel Reid was a member. The large auditorium was nearly filled with relatives and friends of the deceased, men prominent in all walks of life being included. Rev. J. L. Proudfoot, the pastor officiated.

Appropriate music was rendered by a quartet composed of Mrs. William Brackman, Miss Edith Morton, John Davis and Warren Murrie. Miss Beth Sherman presided at the organ. The floral tributes were numerous and elaborate.

The pallbearers were as follows: Honorary, Dr. J. B. Ewing and R. F. Hopwood of Uniontown; Charles Davidson, J. C. Moore, J. A. Armstrong, E. T. Norton, E. K. Dick, Joseph T. Johnston and P. Bufano; active, Wiley L. Byers of Uniontown; Robert S. Skemp of Fairhance; Dr. J. J. Singer of Greensburg; R. D. Henry of Dawson, A. B. Hood, J. L. Schick, H. G. May and Fred Frisbee.

Among the out-of-town persons at the funeral were Alex J. Johnston of Butte, Mont., a brother-in-law of the deceased; Robert Singer, Mr. and Mrs. John Barron, Dr. and Mrs. Alvin Day of Pittsburgh; Mr. and Mrs. W. K. Hoffman of Morgantown; Mrs. A. C. Overholt of Scottsdale; Mrs. S. M. Kennedy of Mount Pleasant; Isaac Taylor, S. E. Prock, Mrs. Wiley Byers of Uniontown, Mrs. Frank Heslon, Miss Elizabeth Huston and Mrs. Robert S. Skemp of Fairhance, and David Kelly of Sutersville. Kenneth A. Reid, who was home for his father's funeral, will leave Wednesday for Fort Worth, Texas, where he is a cadet aviator.

MRS. GEORGE L. DAWSON.

Following an operation for appendicitis, Mrs. George L. Dawson, wife of Attorney Dawson of Uniontown, died Thursday morning at 2:45 in the Uniontown hospital. Mrs. Dawson was admitted to the hospital last Saturday. She was one of the most widely known women of Uniontown.

SHEPPARD W. EDMONDS.

Sheppard W. Edmonds, 43 years old, a former well known resident of Conneltsville, died Wednesday at his home at Hazelwood, Mr. Edmonds had been in poor health for some time past and previous to his death was confined to his bed for two months. The body will be brought to Conneltsville Sunday morning on B. & O. train No. 8 and later removed by Funeral Director Charles C. Mitchell to the residence of an uncle of the deceased, S. B. Edmonds, No. 309 East Green street, from where the funeral took place Sunday afternoon at 2 o'clock. Rev. G. L. Richardson of the First Methodist Episcopal church officiating.

Mr. Edmonds was a son of Charles Edmonds of Cumberland and prior to moving to Hazelwood resided in Conneltsville. His mother died last June. Deceased was a foreman painter at Hazelwood. He married Miss Bertha Province of Conneltsville, who with one son, George Edmonds, survive. He was a nephew of T. H. Edmonds of East Francis avenue.

ROXIE GRASTY.

Miss Roxie Grasty, 21 years and 11 months old, daughter of Charles and Calie Watkins Grasty, colored, died Friday a. m. at the home of a colored family at the Sligo, following a brief illness of pneumonia.

CHARLES E. WILLIAMS.

Charles E. Williams, four years old, son of Mr. and Mrs. A. J. Williams, colored, of Vanderhill, died Thursday of acute tubercular meningitis.

MRS. AMANDA CUMMINGS.

Mrs. Amanda Cummings about 77 years old, a life resident of Mill Run died Sunday night at 9 o'clock at the home of her daughter, Mrs. D. F. Harbaugh at Mill Run, following an illness of two years. Mrs. Cummings was born at Mill Run, a daughter of the late Mr. and Mrs. Jacob Murray. She was a widow and was well and favorably known throughout Springfield township and other points. Her husband, James Cummings, died March 1, 1915. Mrs. Cummings is survived by four children, Mrs. D. F. Harbaugh, of Mill Run; Mrs. Ellen Kelly, of Salt Lake City, Utah; James and Jacob Cummings, of Butte, Mont.; two brothers, McFerren Murray of Mill Run and John B. Murray, of Confluence, and one sister, Mrs. Althea Livingston of Mill Run.

DAVID WATSON KATNE.

David Watson Katne, 25 years old only son of Mrs. Patti G. Katne of Uniontown, died Saturday at his home in Roslyn Place, Pittsburgh, following a six weeks' illness of inflammation of the heart. The body was brought to Uniontown Sunday and removed to the Katne home. Mr. Katne married Miss Elizabeth Haywood, youngest daughter of Mr. and Mrs. Robert P. Haywood of Uniontown. In addition to his widow he is survived by one child, his mother and two sisters, Mrs. Raymond Green and Mrs. Robert Keith Neilson, the latter of Philadelphia.

JOHN O. SNYDER.

John O. Snyder, a former resident of Brownsville and one of the oldest rivermen on the Monongahela, died Saturday morning at his home in McKeesport.

MISS CLARA M. GYLES.

Miss Clara M. Gyles, 72 years old, died very suddenly Tuesday a. m. at the home of her niece, Mrs. William M. Rogers No. 518 East Crawford avenue. Although she had been in poor health for some time past her death was not expected. Mrs. Rogers had conversed with her just a short time before her death and apparently she was in her usual health. A short time afterwards Mrs. Rogers went to Miss Gyles' room and found her dead. Heart trouble was the cause of her sudden death. Deceased was born in London, England, a daughter of the late Mr. and Mrs. Alfred Gyles. For many years she resided in Newark, N. J. She had made her home with Mr. and Mrs. Rogers since last November.

REBATE PROBABLE

Water Company Will Do What Is "Just and Right."

That the Conneltsville Water company will rebate persons without water due to freezing of the mains during the past month was intimated today. While saying he had not yet taken the matter up with the water company and hence was unable to speak authoritatively Superintendent A. L. Halstead expressed the belief that the company will do "what is just and right."

CANNOT KILL HENS

Until After May 1, Is Order of the Food Administration.

An order of the Food Administration will become effective Tuesday prohibiting the killing of egg-laying hens at any time before May 1. Not only are farmers and other prohibited from killing hens but transportation companies are forbidden to carry hens dead or alive, and dealers, wholesalers and retail, must not interfere with her egg-laying proclivities.

It is estimated that the order will add 5,000,000 dozen eggs to the nation's food supply. The slaughter of roosters may continue as usual, and chickens which have not reach the egg-laying stage of life.

Subscribe for The Weekly Courier.

THRILLING PISTOL DUEL IS STAGED WHEN OFFICERS COME ON ROBBERS IN B. & O. YARDS

Railroad Officer is Seriously Wounded in Effort to Arrest Trio.

ONE MAN IS CAPTURED

Others, Firing as They Retreat, Make Escape in Darkness; Man Left Behind Barred Himself in Car; Engineer Breaks Open the Door.

R. M. Hess, a Baltimore & Ohio detective was shot and seriously wounded Friday at 10:30 o'clock in a revolver duel in the railroad yards here when he and Detective Poole, another special policeman, came upon three men robbing a freight car, and Harry McCormick of South Connelville is being held in the local police station. The thieves saw the officers approaching and the detectives were greeted with a volley of shots. Hess was wounded and Poole fired at the two retreating men. He slammed the door of the car shut on the third man, McCormick, and kept him a prisoner until aid arrived.

A light engine was run to the lower part of the yards and Lieutenant Thomas McDonald and Patrolman D. H. Turner boarded it. Patrolman Turner says the men in the yards were talking of setting the car on fire in order to get the imprisoned man to come out. Turner spoke to him and McCormick said he would make no effort to resist arrest.

The engineer of the engine took a pick and broke open the door while Turner covered the man inside with his gun. After he had been handcuffed the railroad officers took him in charge. McCormick says he was alone, denying that other men were with him but the railroad officers saw the retreating figures.

Hess, who is from Martinsburg, W. Va., is in the Cottage State hospital badly wounded. He was hit by two bullets, one burying itself in the right chest and the other striking below the left knee. The officer is not yet out of danger. An X-ray picture of the wounds will be taken this afternoon.

McCormick, who was caught in the car is thought to have been selecting the goods and handing them out to the men with him. The petty robbers have been going on for the past two months. Quite a lot of merchandise and goods taken by McCormick were recovered at his home in South Connelville by the railroad police. Among the articles recovered was 50 pounds of sugar.

A revolver, a Colt 38 calibre, was found on the ground outside the car. Who dropped it there is not known, but it is believed that the bullets which struck Officer Hess were fired by the men who escaped.

FROSTED EARS

Did Not Keep President Willard Off His Job on the S. & C. Branch.

While on the Somerset & Cambria division of the Baltimore & Ohio railroad last week assisting in directing the removal of snow which had completely laid up traffic by blocking cuts, Daniel Willard, president of the Baltimore & Ohio system, had the misfortune to freeze his ears. It happened while the democratic official was watching the operation of a snow plow near Piquette.

Although traveling in his private car, which was attached to a freight train, Mr. Willard did not spend all his time there. On the contrary he was out on the job whenever the freight came to a stop at a drift and occasionally resorted to physical exertion to help clear the line. It was while out on one of these occasions, with his lobes unprotected, that they were frost-bitten.

The railroad executive's visit to the Somerset county coal fields was Monday, the one of the coldest days of the winter. In Connelville the temperature hovered well below zero a goodly part of the day. In the higher altitude of Somerset county the mercury was lower in the tube. Mr. Willard is said to have confided to a friend that the day was one of the most strenuous in his railroad experience.

ARMY ACCOUNTANTS.

Three Somerset Selectees Will Shortly Start For France.

SOMERSET, Feb. 8.—Budd B. Boose, secretary of the Somerset County Coal Operators' Association; Walter Scott Zerbe of Windber, and Frank P. Glassner of Conemaugh township, all members of Class 1 under the Selective Act, were selected by the Registration Board of Somerset District No. 2, for special duty in the accounting department of the army. The three young men named have gone to Fort Slocum, N. Y., where they will be examined as to their respective qualifications before being assigned to duty. It is not unlikely that they will be sent to France at an early date.

GLASSBURN NOT DEAD.

Report Relative to Officer at Fort Ogilthorpe Error.

Reports given wide circulation yesterday that Lieutenant J. Clarke Glassburn, of Bulskin township, had died of pneumonia at Fort Ogilthorpe, Ga., were found to be untrue. A message received last evening by his sister, Mrs. J. G. Haynes of this city, said he had recovered from an attack of grip and would be on duty again this week.

Lieutenant Glassburn is with the Third Division Ammunition train. His sisters, Misses Lucy and Maud Glassburn visited him last week and were expected home today.

REGISTRATION OF MEN AS THEY BECOME 21 IS FEATURE OF NEW BILL

Senate Military Committee Reports It Favorably; Men Not Exempted as They Become 21 Years of Age.

WASHINGTON, Feb. 9.—Favorable report on the War Department's bill amending the selective draft law to require registration of men as they reach 21 years, and having quotas on the number of men in class one instead of on state population, was unanimously ordered yesterday by the Senate Military committee.

The proposal to exempt men as they reach 31 years if they have no been drafted, which was opposed by Provoost Marshall General Crowder, was not included in the bill. An amendment proposed by Senator New of Indiana to require registration of youths at 19 years and over also was rejected.

Another bill favorably reported which affects the draft would authorize the President, in any emergency, to call into immediate military service skilled experts in industry or agriculture, regardless of classification, residence or quota.

ROASTED ALIVE

Laborer Fatally Burned After Going to Sleep Behind Boilers.

On Wednesday evening John McAvoy, a laborer employed by the Dravo Construction company at the plant of the Buckeye Coal company in Greene county, entered the boiler house and went to sleep behind the boilers unknown to the fireman.

After cleaning out the fire and banking it for the night the fireman left. Later persons passing heard groans in the boiler house and saw a black haze of the boilers. Entering they found McAvoy in a helpless condition on top of the red hot cylinders which had been drawn from the fire. He was rescued and given first aid but died several hours afterward.

LEAVES FOR WASHINGTON

Vanderbilt Teacher Takes Position With Government.

Miss Elizabeth Burkholder of the West Side has tendered her resignation as principal of the Vanderbilt schools and Thursday morning left for Washington, D. C., to accept a position with the government. She will be assigned to clerical duties in the National Museum. The vacancy in the Vanderbilt schools caused by Miss Burkholder's resignation, has not as yet been filled.

Miss Mary Sliger has tendered her resignation as stenographer for the Baltimore & Ohio railroad, and will leave February 23 for Washington, D. C., to enter the service of the government.

The Company at Brownsville.

The Brownsville Ice & Storage company has been incorporated with a capital of \$200,000.

BULLSKIN MEETINGS

They Are Held Each Friday Night to Boost War Program.

Patriotic meetings under the direction of Supervising Principal W. E. Miller of the Bulskin township schools are being held every Friday evening in the school houses. Last Friday night addresses were delivered at the Johnson school by Attorneys F. L. Yountkin and J. Kirk Renner of Connelville. The aim is to show why the country is at war and to boost the sale of thrift stamps.

The next meeting will be Friday, February 15, at the Breakneck school.

MOOSE IN ENGLAND.

Pittsburgher Among Those Sent Abroad by Order.

James J. Davis, Pittsburgh, John J. Lentz, Columbus; Colonel George Griffith, Oklahoma City; Thomas B. Morgan, Pittsburgh, and Joseph A. Jenkins, Pittsburgh, members of the Loyal Order of Moose War Emergency Commission sent abroad to open headquarters for American forces in London and Paris have arrived safely in England.

The Moose recently appropriated \$500,000 for war relief purposes and the commission will see to the carrying out of plans the money is to carry through.

RESPONDENTS NOT FOUND.

In Two Divorce Cases and Notice to Answer Complaints is Given.

Notice has been given by Sheriff Thomas L. Howard that the subpoenas and alias subpoenas in the divorce actions of May C. Chubb against Frederick W. Chubb and Rosie Krouser against Albert Krouser have been returned without service on the respondents, who are directed to appear in court on February 18 to show cause why a divorce should not be granted.

H. G. May is attorney in the first and S. R. Goldsmith attorney in the second case.

IN AVIATION SERVICE.

Former Local Man Now in Camp at Rockford, Illinois.

Herbert Sanner, formerly of Connelville, and a son of Mr. and Mrs. C. Sanner, of Confluence, has enlisted in the aviation service and is stationed at Camp Grant, Rockford, Ill., as a member of the Fourteenth company. Mr. Sanner is a brother of Mrs. H. C. Humbert of Fayette street and Mrs. John T. Crouse of the Smutz apartments, Connelville.

SERVICE FLAG FOR MEN OF D. T. H. S. IS DEDICATED

Appropriate Program is Feature of the Event at Leisnering Friday.

DAWSON'S HONOR ROLL

Members of Faculty and Graduates Are in All Branches of War Activity; Some Are Already Over There; Principal's Name Appears on List.

Friday afternoon Dunbar township high school honored her twenty-six wearers of the olive drab by an impressive service, in which a service flag, presented to the school by the Board of Education, was unfurled.

The program began at 1:45 with a patriotic selection by the high school orchestra, before an audience of high school pupils, faculty, alumni, relatives and friends of the boys in service. Immediately following, with the school singing "The Star Spangled Banner," the beautiful new service flag, containing twenty-six stars, was slowly unfurled by Mrs. Byers, mother of Frank and Alvin L. Byers, both of whom are now in France, and Mrs. M. E. Strawn, mother of Clarence Strawn, also "Over There."

The presentation was made in behalf of the school board by Supervising Principal R. K. Smith. In most fitting words he spoke of the object of education and, in particular, of the way in which D. T. H. S. has aimed to prepare her students for all walks in life.

A splendid speech of acceptance was made by Harold V. Cotton, a member of the Junior class, and he was followed by another, junior, Charles Baney on "The Attitude of Our Students in the Present Crisis." Both boys showed remarkable ability as orators.

The address of the afternoon, "The Call of the Service Flag," was delivered by Rev. W. B. Purnell of the Presbyterian church of Dawson. In a masterly way Rev. Purnell spoke of the supreme call of the service flag to everyone; of the heroic sacrifice it represents; and of the inspiring incentive it should be to every boy and girl in school. He defined the school room slacker and ranked him with the slacker outside.

The roll of honor follows: W. E. Tietbohl, Camp Meade, Md.; Edward Reed, '06, Camp Lee, Va.; Paul W. Dunn, '09, Fort Dupont, Del.; Frank Byers, '11, Somewhere in France; William McNulty, '11, Fort Ogilthorpe, Ga.; Harry Reed, '12, Camp Lee, Va.; Alvin Byers, '13, Somewhere in France; Allen Edwards, '13, Somewhere in France; Clarence Strawn, '14, Somewhere in France; Floyd Wingrove, '14, Camp Lee, Va.; Orland Leighty, '14, Camp Lee, Va.; Daniel Poltz, '14, Newport News, Va.; Thomas Crawford, '15, West Point, N. Y.; Harry Ainsley, '16, Camp Hancock, Ga.; Ray Hankins, '16, Camp Meade, Ga.; Alva Gray, '17, Camp Hancock, Ga.; Herman Carr, '17, Camp Hancock, Ga.; Ray Johns, '17, Camp Hancock, Ga.; Harry Bow, '17, Camp Hancock, Ga.; Quar Herwick, '17, Columbus, O.; Sam Renzi, '17, Camp Hancock, Ga.; William F. Gallagher, '10, John Henry, '15; Gordon Lewis, Somewhere in France; Clarence Durbin, Camp Lee; Jesse Harbaugh, '17, Somewhere in France; Jacob Sherrard, '16, with the quarter-master's department of the United States Army.

The names of 29 soldiers have been placed on the Dawson churches prayer list, the unveiling taking place tonight. The following is a list of the soldiers, their location and the department with which they are connected.

Clarence M. Strawn, France; Clarence Durbin, Camp Lee; J. Floyd Wingrove, Camp Lee; Henry Brown, Camp Lee; James Russell, Camp Lee; Theodore VanHorn, Camp Gordon; Mordecai McDonald, Camp Green; Ray Johns, Camp Hancock; Harry Kessler, Camp Gordon; Wilbur Stiner, Camp Lee; George Kessler, Camp Lee; Jesse Bonner, Camp Gordon; Edward Hone, Va.; Alfred Lint, Camp Gordon; Clarence L. Mitchell, Camp Gordon; William Jacobs, Camp Lee; Harry Gillespie, Camp Gordon; James W. Brown, Camp Gordon; Michael Schonegar, Camp Gordon; James Brown, Camp Gordon; Donald Rist, Camp Kerner; John Bonner, Camp Sherman; S. E. Porter, Camp Grant; H. C. Arison, Camp Hancock; James Torrence, California; R. L. Mankey, Camp Green; James Gillespie, Navy; Frank Black, Camp Lee; George M. Crise.

MRS. GOLDSMITH HONORED.

Former Local Woman in Charge of University War Work.

Dr. Luba Robin Goldsmith of Pittsburgh, with the title of captain-surgeon, has been placed in charge of all the war work required of young women of the University of Pittsburgh. The students are required to devote at least four hours a week in the work that is of value to the nation and to themselves as individuals.

Dr. Goldsmith is the wife of Dr. Milton Goldsmith formerly of Connelville, and is a daughter-in-law of Henry Goldsmith of West Crawford avenue.

Car Overturns.

A Ford Truck overturned in front of the Trotter store yesterday morning about 7:30 o'clock. It is said the driver was driving along in the joyous and while trying to turn out of the rut turned the truck over. No one was injured.

Licensed to Wed.

Walter Sutton and Emma Callaway of Connelville; Thomas A. McIntyre of Leisnering and Margaret G. Grashier of Dawson; Presley Smith and Ada Bailey of Connelville, were granted marriage licenses in Uniontown.

EXEMPTIONS IN ALL STUDIES WON BY 84 IN THE HIGH SCHOOL

Ten Percent of Six Classes Will Not Have to Take Examinations Next Week.

About 10 per cent of the junior and senior high school students were exempted from all examinations of the mid-year term which were given on Monday, Tuesday and Wednesday of next week. Out of approximately 850 students in the school, 84 were exempted in every subject carried.

Others, numbering about 30 per cent were exempted in one or more studies but did not reach the necessary grade in all of them. Those exempt are as follows:

FIRST YEAR.
Charlotte Towser, John Rarce Nor-
cliff, Helen Mills, Mary Kathryn
William Durie, Dorothy Murphy,
Dorothy Landis, Gladys Kregor,
Mildred Collins, Miriam Rosenfeld,
Anna Mae Train, Margaret Rich-
ardson.
Helen Smythe, Helen Webb,
William Beatty, Margaret Berger,
Richard K. Dixon, Shannan Lyon,
Marguerite, Mary Weidemann,
Riedes, Edith Harmon,
Helen Dobbie.

SECOND YEAR.
Gertrude Mar-
tinez, Lida S. Snow,
Charles Berkey, Josephine Richey,
Robert Carpenter, Julia Miller,
Charlotte Durie, Leroy Concha-
mar, Marian Beighley, Theodore Hol-
comb, Ella Mae Cough-
anour, Zedell Sellers,
Wilbur Beahm, Cheryl Storey,
Pauline H. Koon-
er, Ruth Hildebrand,
Lola V. Zimmer-
man, Harry Boyatz,
Paul Behana.

FRESHMAN.
Rudie Rosenfeld, Lloyd Brendell,
Camilla O'Donnell, Mildred Hildebrand,
John Gane, Ruth Massey,
Albert Daubner, Russell L. Mitch-
ell.
Lucella Penrod, Ruple Mitchell,
Ruth Taylor, Florence Grim,
Louise N. Butter-
more, Frances Myers,
Edith Bikes.

SCENOMORPH.
Catherine Slough,
Catherine Tum-
mer, Dorothy McClaren,
Jadara Warren,
Martha Kauffman, J. Warren Stuart,
Hester McManis, Rhysie Grodin,
George Richard, Dorothy McClur,
Ruth Hieber, Catherine Slough,
Edna McCormick, Ruth Miller,
Ruth Grodin.

SENIOR.
Mary Caroline, Ruth Grodin,
Solomon, Eliza Belle,
Helen Levy, Ruth,
Anna Carl, Myra Conway,
Lawrence Weaver, Sarah Esther,
Margaret Will-
helms, West,
Helen Adams, Lawrence Hol-
comb, Bryan Nabors, Sara Melnick.

OFFICERS INSTALLED

Order of Ironsolds Enjoys Fine Dinner at Dickerson Run.

Officers of the Dawson lodge of the Order of Ironsolds were installed at a largely attended meeting Saturday evening. Following the lodge exercises the members partook of a most excellent dinner at the Y. M. C. A. at Dickerson Run.

The following officers were installed by Representative of the Grand Lodge B. F. McManis: Past president, W. H. Parkhill; president, C. J. McGill; vice president, R. L. Cotton; counselor, H. G. Colbert; secretary, B. F. McManis; collector, J. L. Thomas; treasurer, J. W. Gibson; prelate, W. L. McDonald; marshal, J. S. Laughey; guard, F. T. Kessler; sentry, Newton W. Colbert; trustees, W. H. Parkhill, W. L. McDonald and H. G. Colbert.

BONUS FOR TEACHERS

Dunbar Township Education Board Complete Form to Get It.

The Board of Education of Dunbar township at its regular monthly meeting Saturday evening granted a bonus of \$10 per month to all teachers who were elected before the opening of school in September and \$5 per month to all who were elected since the opening of the schools.

The bonus is to be computed from the beginning of the first month and to be paid at the close of the term. Any teacher who fails to complete the terms of their contract does not participate in the bonus.

All members of the board were present and the action was unanimous.

WAR TIME TOPICS.

That is Subject of Union Farmers' Club for Saturday.

"War Time Topics," will be discussed at the regular meeting of the Union Farmers' club of Fayette county, to be held Saturday, February 16, at the home of Mr. and Mrs. David Junk near Vanderbit. The following topics will be discussed:

"The Principle of Fixing Prices of our Products by Law Right," David Junk; "If the Government Can Fix the Prices of Products, Why Not the Price of Labor," S. W. Dunn; "Is the Present Legislation Just to the Railroad?" W. B. Swearingen.

TAX BLANKS ARRIVE.

Supply is For Persons With Larger Incomes.

Income filing blanks for persons whose earnings are over \$5,000 a year have been received at the office of the income tax collectors at the Federal building.

The collectors express the desire that all men get their data together before coming to pay their tax. They say they do not have time to discuss how much a man earns when he gets to the tax collectors' office.

Farmers Can Sell Wheat.

Arrangements have been made whereby farmers, who are anxious to sell their wheat and unable to dispose of it in their own neighborhood because mills have bought all the regulations will allow can find markets by making inquiry of Secretary of Agriculture Patton at Harrisburg.

Donald Reid Enlists.

J. Donald Reid of West Peach street has enlisted in the aviation corps of the signal service and expects to be called the latter part of March.

THE IMPORTANCE OF SHEEP REALIZED BY VERY FEW PEOPLE

They Produce the Elemental Necessities of Food and Clothing.

MUST RESTORE INDUSTRY

To Stop Loss in Production of Wool; Problem of Situation to be Considered at Tri-State Meeting of Growers in Wheeling, February 11 and 12.

With wool selling around 75 cents and mutton from 15 cents to 20 cents a pound, the sheep business looks attractive. Coupled with this is the fact that the business is a fundamental one supplying two elemental necessities: food and clothing. It is surprising how few people realize the importance of sheep and the place they play in our national welfare.

Another important point is the fact that the sheep makes more production in wool and mutton on hay and grass than any other class of farm animals, in other words they more nearly meet the present economic requirement which will make a maximum production on grass and roughage with a minimum requirement of grain.

While the situation from the growers standpoint is encouraging, it is the reverse from the consumers' side. We are faced with a diminishing world production, as much as 50 per cent per capita since 1900. Second, the fact that our free ranges and new lands are practically all taken up and are being reduced instead of enlarged as in the past. So that with the world shortage and no place for expansion in new territory, it appears certain that the sheep must be restored again in small flocks on our hills and valleys of our eastern lands. This restoration will bring up many problems, both to the present sheep breeders and to those intending to enter the business.

At the annual meeting of the Tri-State Sheep Breeders and Wool Growers' association, to be held in Wheeling, February 14 and 15, consideration will be given to means whereby the present situation in the industry may be met. To this end the program of the meeting was prepared with a view to presenting material that will point the way to more and better sheep in the east and answer the problems herewith.

The program will be presented by men of wide experience and national repute. The topics to be discussed include sheep diseases, care and management of flocks, results of crossing breeds and the results of numerous experiments. Demonstrations will be given in shearing and tying and displays made of fleece.

The discussion of dogs and dog laws has always called forth plenty of remarks and as Pennsylvania, West Virginia and Ohio are all trying out a new law this year a brief discussion of how they are working will be given by a representative from each state. As an indication of the possibilities of expansion through small flocks on each farm, the case of Pennsylvania may be cited with over 219,000 farms only 11.6 per cent report sheep in 1910. Of the total amount reported over 40 per cent was within the boundaries of Washington and Greene counties, the business having thrived there in spite of all handicaps. Fifty sheep each on approximately 200,000 farms would amount to 10,000,000 sheep in the state. It is not probable that all farms would be suited to sheep, so if only 50 per cent of these are suitable they would provide for 5,000,000 additional sheep. If they clip seven pounds, the wool yield would amount to 35,000,000 pounds. If they average 30 per cent lamb the increase would amount to 4,000,000 annually. These figures simply serve to indicate the possibilities for expansion through a period of years.

ESSAY CONTEST

One of Prizes is Exemption from Further English Requirements.

The Junior class of the Dunbar high school gave an essay contest Friday afternoon in the high school. The subject, "Why All Should Join the Red Cross." The following members contributed to the program: Wilbur Warrs, Georgetown, Ethel Paul, Speer, Eva Treasler, Ethel Moyer, Pauline Groff, Evelyn Young and Sarah Jacobs. The judges were Ray Darnell, Rev. W. H. McKiven and Miss Helen Carroll.

The judges decided that Sarah Jacobs be given first prize. She will be exempted from further English requirements this term. Pauline Groff was given second prize and will be exempted from a period of English. Rev. W. H. Wilson gave an address.

ONE MORE HEATLESS DAY

Monday to Be the Last to Be Observed South Already Freed of Them.

WASHINGTON, Feb. 9.—Fuel Administrator Garfield announced last night that on account of the improvement in weather and transportation the heatless Monday order will be annulled after next Monday. Suspension of the order in eight states south of Virginia was authorized yesterday, further closing in those states being regarded as unnecessary.

Dinner For Soldier.

Sergeant James Benford of Camp Hancock, Augusta, Ga., son of Mr. and Mrs. James Benford of South Connelville who was home on a five day furlough was tendered an elaborate four o'clock dinner Sunday at the parents' home. The out of town guests were Miss Jennie Wier and Mrs. William Wier of Scottsdale. Sergeant Benford left for Camp Hancock today.

Advertise in The Weekly Courier.

FIFTY MEN ORDERED TO REPORT SATURDAY IN DISTRICT NO. 5

Registrants Will be Put Through Rigid Physical Examination.

Below is found a list of men of District No. 5 who are to report at the Title & Trust building, Connelville, Saturday, February 16, for examination:

John Edmund Williams, Dunbar, R. D. 1.

Clarence Williams, Cleveland, O. Vacillan Kanstantopoulos, Vanderbit.

Earl S. Daniels, Obiopolle, Isnar Last, Dickerson Run.

Arnold W. Shaw, Obiopolle, Aloysius Mullen, Connelville, Frank Ellsworth McClann, Dunbar, Lindsey Edward Frazier, Connelville, R. D.

Samuel Clarke Dowds, Dunbar, Adrian Little, Obiopolle, Daniel Steve Parrish, Leisnering.

No. 1. John Edickas, Connelville, R. D. 1. Clarence Robinson, Connelville, R. D. 1.

Albert Nicholson, Normalville, R. D. 1. Shriver Osler, Confluence, Roy Coffman Miller, Indian Head, Clayton Myers, White.

Albert Mangos, Connelville, R. D. James Morris Smailey, Dunbar, Frederick Danzell Miller, Markleysburg.

William Hagner, Connelville, George Adam Pritts, Champion, Edgar Russell Holt, Obiopolle, Jacob L. Borerter, Dunbar, Congreudio Nafrio, Dunbar, William A. Piri, Normalville, Frank Chisan, Markleysburg, Clarence E. Martin, Dunbar, Chester Kuhns Miller, Indian Head, Clarence Henry Smith, Dunbar, Scott Martin, Dunbar.

William Bowick, Dunbar, R. D. 32, Thomas Alvin McIntyre, Leisnering, Charles Roy Meyers, Markleysburg, Albert Nelson, Dunbar, R. D. 1, Clair Headricks, Dunbar, Jesse Jordan, Mount Braddock, Mark Allen Kerfoot, Connelville, John Henry Moody, Dunbar, Frank Louis Breschada, Connelville.

John Tornay Frazier, Connelville, R. D. 1.

Elmer Henry Murray Leisnering, Frank August Hagler, Dunbar, R. D. 1.

Hoover Gibson Walters, Hillcoake, Louis A. Shunk, Hazelwood, Parker Allen Rickett, Indian Head, Albert George Hirst, Dunbar, Henry Kunkle, Indian Head, James Francis Frankey, Normalville.

OUT OF 45 CLASS

1-A MEN EXAMINED

33 DRAFTEES PASS

Only One Man is Rejected; 10 Are Held for Uniontown Examinations.

Out of 45 men examined by the local board for District No. 5, 33 were passed Saturday morning with only one man taking out an appeal. Ten registrants were held over for examination in Uniontown and one man was rejected.

There will be no examinations today or tomorrow but they will be resumed on Wednesday.

Following are the men examined Saturday with the physical classification:

PASSED.
Kearner Pinvar, Trotter, Earl Hardy, Dunbar, Joshua L. Miller, Mill Run, Mark Lambie, Obiopolle, Harold C. Marietta, Mill Run, Emory L. Pratt, Dickerson Run, P. B. Smiley, Dunbar, Benjamin F. Hall, Dunbar, Leroy Hardy, Obiopolle, Charles Stull, Obiopolle, Arthur Tallentire, Markleysburg, Peter J. Mullen, Connelville, James C. Cavalloane, Vanderbit, Frank M. Showman, Indian Head, Richard Herbert, Vanderbit, Savino Antoniaz, Dunbar, William Hyatt, Dunbar, George Figei Leisnering, James V. Connell, Dunbar, Charles E. Stett, Mt. Pleasant, John H. Raum, Dunbar, Sabastino Perichette, Dunbar, Albert Landall, Dunbar No. 32, James A. Chambers, Meyersdale, William G. Kemp, Normalville, John Oler, Mt. Braddock, Alex Alexander, Leisnering, James E. McDowell, Chalk Hill, Carl E. Prinkley, Mill Run, Charles R. Shearer, Glassport, Clyde Burnworth, Mill Run, Frank Swinker, Morell.

HELD OVER.
Robert K. Huffman, Dawson, Charles E. Lehman, Dunbar, Grover C. Burnworth, Obiopolle, John E. Whippley, Normalville, Patrick Nell, Dunbar, Heikkell C. Hoover, Indian Creek, John L. Walters, Vanderbit, Ira Piper, Dunbar, Charles Lynch, Morell, Noah Treasler, Dunbar.

REJECTED.
John D. Workman, Ellitsville, APPEALED.
Thomas Francis Murtha, Leisnering.

Have You Cool Land for Sale? If so, advertise it in The Weekly Courier.

COUNTRY NEEDS MEN, DESERTER TELLS POLICE

Kentucky Man Gives Himself Up Hopeful He Will Be Re-instated in Marines.

LEFT IN TIME OF PEACE

New That America is at War, He Becomes Discouraged with Himself and is Ready to Do His Bit; Had Not Changed Name, He Informs Officer.

Giving as his reason for surrendering that "the country needs men," William W. Curry of Mayaville, Ky., Wednesday gave himself up to Police Lieutenant Thomas McDonald, explaining that he was a deserter from the United States marine service.

Curry was locked up in the police station and placed in charge of Constable E. Rottler. Constable Rottler will telegraph the authorities at Washington to learn what he will do with the man.

Curry this morning said that he had given himself up because "the country needed men." He was serving a second enlistment in the marines when he deserted. Curry ran away from Newport News, R. I., in August, 1916.

"I got disgusted and thought I could better myself," he said. "I've never even changed my name and have been at work ever since I left." He said his parents did not know he had deserted as he said nothing to them when he re-enlisted.

FARMERS MUST BE ASSURED OF MEANS OF PRODUCTION

Otherwise "His Year's Crop Will Be Smaller Than That of 1917."

GOVERNMENT MUST HELP

Labor, Credit, Seed, Fertilizer and Fair Prices Are Among the Essentials; Farmer Has Been Treated as a Silent Partner in War Work.

The situation with respect to the farmers and the prospects for larger crops in 1918 is thus set forth in a statement issued by the Rural Progress Association of Pennsylvania:

By every method through which information can reach the people, we are officially assured by the government of the United States that food will win this war. The farmers of Pennsylvania are more than ready to do their duty in this matter of food. They responded nobly to the appeal made to them a year ago to increase their crops. More land was planted in the Keystone state in 1917 than the year before, and except for the bad weather, which no man can control, the crop would have been correspondingly increased.

"When it came to the harvest, however, lack of available labor stood between the farmers and the results for which they had a right to hope. Thousands of farmers throughout Pennsylvania were unable to gather at home. The state is dotted today with fields in which the potatoes are lying in the ground, frozen and worthless with fields in which the corn is still standing in the shock, because the hands to gather it could not be found.

"When the farmer loses an acre of potatoes which cost him \$30 to plant, he loses not merely his profit but the \$30 investment as well. Such an experience is enough to discourage any man in any business. Being responsible for the expenses of his family as well as for the payment of his debts, such an experience makes the farmer think twice before taking the same risk a second time.

"It takes money to plant crops. What the farmer will be able to plant this year is decided by how well he did with what he planted last year. Like any other business man, he judges of the future by the past, and makes his plans fit his experience. Unless he can make both ends meet he must abandon farming, and if he does, that means less food.

"The farmers have long known that under these circumstances it is impossible for them to equal the crop they raised last year, much less to increase it. We are told by those who should know that to win the war it must be increased. But the farmers know just as surely that shortage of labor, shortage of seed, the losses of the past, the high cost of farm supplies, and the lack of confidence in the future, stand like a stone wall between what the farmer would like to do and what he can actually accomplish.

"It must be made possible for the farmer to render to the nation the services which the nation and the war most deeply need. It is not possible now.

"One necessary step is to take the farmer into partnership in the war. So far as we know there is not a single representative of the organized farmers of the nation in any position of authority in the United States Food Administration, the Council of National Defense, or of any of the great bodies to conduct the war.

"There is not a single representative of the organized farmers of Pennsylvania among the hundreds of members of the State Food Administration, the State Fuel Administration, or the Committee of Public Safety of the Keystone state.

"A silent partner in business is a man who has a voice in the control of an enterprise without doing the work. If the farmer is today a silent partner in the war, it is on the theory that he is to do the most essential part of the work, but have no voice in the control of the enterprise.

"The first necessity, without which nothing is possible, is for the people of Pennsylvania and the nation to realize the facts. The second step is to stop making an outsider of the man who is more needed than any other to win the war. The third step is to re-establish the confidence of our farmers by giving them convincing assurance that the means of production are going to be available. Among these are labor, credit, seed, fertilizer, the assurance of a fair price for their crops when grown, and a realizing sense that the government is as much alive to the needs of the producers of food as it is to the needs of the producers of ships, transportation and munitions.

"Unless we take steps to prevent it, our Allies will be short of food next year, and it will be our fault."

IN FRENCH HOSPITAL.

Unlabeled Boy Suffering From Wound in Leg.

Suffering from an accident received in the line of duty, Wilbur Moser, of Unlabeled, a member of Battery F, Sixth Regiment, is in a French hospital, according to word received by James R. Doyd of Unlabeled.

The letter says that for a time he feared he would lose his leg, but that he was finally saved from amputation.

Sterling a Speaker.

Congressman B. F. Sterling will be among the speakers at the annual banquet of the Somerset Chamber of Commerce to be held Friday evening, February 22, in the social room of the Christian church.

Have You Coal Land for Sale? If so, advertise in The Weekly Courier.

PERRY TOWNSHIP'S SAFETY COMMITTEE DOING GREAT WORK

Ten Community Centers Formed for Carrying on "Sowing, Saving, Serving" Program.

The Perry township committee on Public Safety is doing excellent work along the line of "Sowing, Saving, and Serving." Chairman J. Buel Snyder holds that every citizen is a patriotic citizen willing to sow, save and serve if he is properly informed of the seriousness of the war.

To accomplish this end, the committee has divided the township into ten Community Centers. In the school house in each of these centers there will be held one public safety mass meeting every month. The schools in these centers will have the children furnish a program of 50 minutes and seven-minute "Win-the-War" speakers will utilize the rest of the 90 minutes.

In order that all the phases of our national problems may receive attention, Mr. Snyder has appointed some 30 Seven-Minute-Win-the-War speakers with Messrs. Bente Luce and H. H. Slocum as a Speakers Bureau to assign speakers and topics for every meeting. Thursday evening the 7th of the following program will be rendered in the township:

Wick Haven: Frank Browneller, chairman; speakers, H. G. Muller, W. H. Martin, H. H. Slocum.

Whitsett: W. H. Kintzer, chairman; speakers, W. L. Law, Porter Pore, J. Buel Snyder.

Layton: Fred Edwards, chairman; speakers, W. M. Byers, J. R. Martin, Bente Luce.

Star Junction: W. L. Riebeck, chairman; speakers, J. Alvin Byers, W. L. Fife, R. C. Beerbower.

In each of these meetings some bright boy will deliver Lincoln's Gettysburg address and some bright girl will set forth President Wilson's Fourteen Fundamentals for Permanent Peace.

CALLED FOR FRIDAY

Fifty Men to be Examined by Local Board No. 5.

Below is found a list of men called by Local Board No. 5 for examination on Friday, February 15:

Joseph Francis Mullen, Connelldale; Joseph Francis Clark, Clovertop; Midio Piccone, Dunbar; Roy Edward Shives, Trotter; Paul Andrew McManus, Dickerson Run; Edward Joseph Murtha, Leisenring; Earl C. Brooks, Normalville; James Laws, Normalville; George Washington Taylor, Ohio; Clarence J. Cole, Dunbar; Michael Connolly, Westburg, Pa.; Thomas Jerome Linderman, Ohio; Charles Jordan, Mount Braddock; Krista Y. Loria, Vanderhill; Charles Franklin Camp, Dunbar; Frank Cortez, Connelldale; Charles Edward West, Vanderhill; Irwin Keeler, Normalville; Russell H. Dial, Moerssen; Warren Wilson, Dunbar; Walter J. Spangenberg, Dunbar; Paul Sinko, Leisenring; Aloystos Bosah Donny, Connelldale; Clyde Eugene Gee, Vanderhill; Grant Korne, Leisenring; Harry P. Boyd, Schenfield; Ralph Tschick, Trotter; Frank Legman, West Leisenring; Paul L. Stull, Mill Run; Samuel Raim, Jr., Dunbar; William Mordie Kelly, Dunbar; Harry J. Brown, Vanderhill; Grover Roon, Adelaida; Frank Parri, Dawson; Ernest Otto Waltz, Connelldale; Vincenzo Peps, Dunbar; Charles Wright, Vanderhill; Elmer Corman, Acme, R. D.; Ray Hunt, Normalville; William Porter, Scott, Dunbar; John Harvey Knopsnyder, McKeesport; Carlton Balton Wise, Chalk Hill; Meade Mountain, Mill Run; John Joseph Coll, Adelaida; Arthur Milton Wallace, Oakville; Jacob Henry Snyder, Normalville; Daniel J. O'Laughlin, Leisenring; Jean Decello, Vanderhill; Harry R. Cavanaugh, Normalville; Thomas Logan, Connelldale.

THE SLACKER CAN

Like Other Slackers Must Go, If Has Been Deceived.

Slack filling of cans, an old evil in the canning industry, is not likely to survive the war. The partly-filled can of sauer kraut and tomatoes must go, like other slackers. Some canners believe they have met all legal requirements when they bring their cans up to the low net content weight printed on their labels, as this complies with the food law.

But war has brought a shortage of tin, and the Food Administration will not tolerate the use of tin to hold water and air in slack-packed canned goods. Close watch will be kept for the slacker cans, and can-making companies asked to cut off supplies of containers to canners who do not cooperate by filling cans full. Slack packing the past season was too common in the case of berries, cherries, apples, sauer kraut, spinach, shrimp, oysters, clams and sardines.

STUDENTS BUY STAMPS

Over Hundred Dollars Taken First Day at Leisenring High.

A campaign for the sale of thrift stamps in the Dunbar township high school at Leisenring was inaugurated Wednesday at the noon hour with the result that the students subscribed for a total of \$100.77.

Each Wednesday at noon the opportunity to purchase stamps will be offered the students. The campaign is in charge of Roy W. Honsberger, acting principal.

Advertise in The Weekly Courier.

POULTRY RAISERS CALLED UPON TO DO THEIR PART IN WAR

By Increasing the Supply of Meat Through Raising Larger Flocks.

COMMISSIONER WENDSLEY

Explains What is Planned and What Has Already Been Done; A New Feed That Will Reduce Costs and Result in Larger Egg Production.

E. E. Wendsley of Unlabeled, who has been appointed poultry commissioner for Fayette county, has issued the following statement of the purposes and work of the body of which he has been made a member, as follows:

"President Wilson has sent out a call to the American poultry association for aid in the government's meat and food supply campaign. Through this call a War Poultry Commission was appointed. Each state in the union is being organized to increase poultry production. In a short time this organization will be completed. State officers have already been named. A war poultry commissioner will be appointed for each county in the state, a number of these officers have been chosen, and will have the power to appoint a commissioner in each city, town, hamlet, or surrounding territory where poultry raising needs boosting.

"The people of this country are not fully aware of the great shortage of all kinds of meat, and the urgent need of a more rapid supply that will fill this need. Our government realizes the need of something more rapid in development than cattle, hogs or sheep, to supplement the meat supply. Poultry has been chosen as the only means of filling this requirement. The past year has been one of great hardship to poultry breeders. Feed has soared so high that hundreds and thousands of poultry raisers were forced to sell all or a part of their stocks.

"Now that the government has taken a hand in the poultry industry it has also taken steps to provide a poultry feed that can be purchased at a reasonable price. An expert feed committee was selected to formulate a feed that would meet all requirements. This committee held a meeting in Harrisburg recently and placed a feed formula in the hands of the War Poultry Commission that not only saves poultry raisers \$30 per ton over present prices, but is so formulated that a great egg production will be the result from its use. This committee has done a great work for the poultry people as well as for our government, and deserves a lasting tribute. This new feed will be on the market in the near future in all sections of the country.

"The feed committee is composed of J. C. Lewis, Clay, Pa., H. L. Watson, Lancaster, and E. B. Mitchell, Harrisburg. Officers of the State War Poultry Commission are: J. W. Delaney, E. E. Althouse and James T. Huston.

"Now that we are sure of a cheaper and better poultry feed there is no reason for complaint. By all means in our power we should answer our country's call by using our best efforts to hatch a greater number of chicks this year. Let us prove there are no slackers in the ranks of the poultry breeders in America. We profit by our own efforts, and at the same time we are helping to win a war that will bring everlasting peace to the whole world."

CHICKEN FAT

Is Too Valuable to Be Wasted; French Consider It Finest of All Fats.

Do you throw away the body fat of poultry—big layers of clean, sweet, yellow fat around the gizzard and found elsewhere around the intestines of the chicken? If you do, you specialists of the United States Department of Agriculture, you are throwing away fat which French housewives consider the finest of fats for making cakes and especially puff paste, and which many American housekeepers prize for its many good uses in cooking. In certain seasons in New York and other big cities this fat is so highly esteemed that it brings as much as \$1.10 per pound. So great is the demand for this fat that many people make a business of collecting it from butchers and others who dress poultry before delivering it to customers. Housewives would do well to insist on having it delivered if they buy poultry dressed. By using chicken fat in cooking they can cut down the amount of fat they must buy for that purpose. To prepare it, try it out in a double boiler or other vessel set in hot water until the fat just melts away from the tissues and can be poured off. This fat becomes rancid easily and should be kept cool and covered like butter, and used in a very few days. Chicken fat, like goose fat, may be used for shortening in cakes, such as spice cake, where the seasoning used will mask and favor the use of fat might have. It can also be used for frying the chicken itself, other meats and for warming vegetables, and in many other ways.

ONE SLICE LESS

That Is Result Per Meal of Bread Ration Order.

The food administration's order limiting the bread ration at hotels and restaurants to two ounces per meal has resulted in a slice less being served in local restaurants.

In the most of the eating houses it has been customary to serve three slices, now there are but two. Waiters are not permitted to serve a customer a second time.

Subscribe for The Weekly Courier.

THERE ARE CASUALTIES IN TRAINING FOR WAR JUST AS IN WAR ITSELF

Letter of Connelldale Boy Tells of the Dumps, Bruises and Sprains Received in Strenuous Drills.

There are casualties in the business of training for war just as there are in putting that training into practice as a letter from a Connelldale boy now at Camp Lee relates. The letter was written by Ewing R. Harmon, a member of Company I, 319th Infantry, and a son of Allen S. Harmon of East Crawford avenue, to S. M. James of Connelldale, and follows in part:

"Camp life seems to be agreeing with me as I have gained considerably in weight and feel better than I ever did. We have plenty to eat. While it is not put up or cooked as mother would, we can live on it. I have plenty of clothing and get more rest here than I would at home. We worked very hard until Thanksgiving Day, then bad weather set in, so bad that we got very little accomplished for over a month. Since returning from furlough they have been working very hard but we will not be able to drill for some time yet as we had several heavy snows.

"Last week our company spent the week away from camp, serving on out-post duty; part of the time was pleasant; the other part of the time was very rough. But taking it all through we were in the mountains camping. We were guarding a power station between Petersburg and Richmond on the Norfolk & Western railroad. Passing trains supplied us with coal.

"Should you visit our camp you would almost think the United States was preparing to fight Germany, or some one, right here as the place is thrown open with trenches, many miles of them. They are used for training purposes. Many other things would lead one to think of the front. I had one mishap several months ago, while jumping hurdles. I missed my footing, falling on my shoulder, spraining the ligaments. Outside of throwing anything I have fairly good use of it now. During that time there was never a day went by that there was not a number of men taken to the hospital for bruises, sprains, breaks and cuts, or hurts in some way or other."

LAYTON PARTY

Is in Honor of Young Man Called in Draft.

Mr. and Mrs. Samuel Stimmell gave a surprise party Saturday evening at their home at Layton in honor of Raymond Robinson, who will leave soon for training camp. The evening was delightfully spent at various amusements. Dainty refreshments were served. Music by talking machine was enjoyed.

The guests were Miss Dorothy Hixon, of Star Junction; Mr. and Mrs. Samuel Stimmell and baby; Kenneth, Mr. and Mrs. John Newcomer and baby; Marjorie, Lucy Perry, Raymond Robinson, Mrs. Eva Smyth, Charles Stimmell, Lucy Perry, Ethel Miller, Josephine Adley, Emma Brewer, Lila Brown, Emma Fisher, Laura Mae Seebert, Ethel Fisher, Maggie Newcomer, Alice Fisher, Rozella Fisher, Olive Wilkey, Agnes Ryan, Melva Culler, Donald Hamilton, Luther Bear, Clarence Smith, George Bowers, John Stimmell, Hazel Golden, Roy Stimmell, Freddie Edwards, Howard Edwards, Charles Knight, William Rocks, Smith Leonard, Lloyd Leonard and Mr. and Mrs. James Seaton and children, Lois, Gene and Harold.

DIES ON HONEYMOON

Unlabeled Man, Just Out of Navy, Expires in Virginia.

George Nair Morgan, 31 years old, teller in the Second National bank, Unlabeled, who was married January 1 to Miss Ruth McShane of South Union township, died this morning at a hospital at Fredericksburg, Va., where he was taken while on his honeymoon. He and his bride were on their way to Florida when he was taken ill.

Mr. Morgan was recently honorably discharged from the Navy. He was a brother of Almon Morgan of Unlabeled; Charles Daniel Morgan, of the Officers Training Corps at Camp Lee, and Mrs. E. D. Brown and Mrs. D. L. Owen of Unlabeled.

TURN TO COAL

Dawson Folks Protest Against Lack of Natural Gas.

DICKERSON RUN, Feb. 8.—Talking about heatless Mondays, Dickerson Run, Dawson, Liberty and Vanderhill had heatless Monday and have been having heatless days every day since the only thing the gas company have been giving their patrons is hot air and large gas bills.

Many persons are refusing to pay the gas bills which run as high as \$9. Persons not living at their homes get the regular gas bills just the same. It is said, between 20 and 30 old patrons of the gas company have disposed of their gas ranges and installed coal stoves in their places.

FALL ON ICE FATAL

Mount Pleasant Man's Body Found on Sidewalk This Morning.

MOUNT PLEASANT, Feb. 7.—A victim of a fall on the ice, the body of Mike Jobrese, 46 years old, an Italian was found this morning lying on the sidewalk in Dutchtown. In the south part of the town, whether his skull was fractured in the fall or he died of exposure has not been determined. Jobrese was employed as a miner at Standard. He was a widower and leaves three children. The remains were removed to Zimmerman's morgue.

Rebekahs Give \$10. The Edna Rebekah Lodge of Odd Fellows has contributed \$10 to the Connelldale Chapter of the Red Cross.

REGISTER AND CLERKS' NOTICE

The following executors, administrators, guardians and trustees have settled their respective accounts in the office of the Register and Clerk of Orphans' Court and the same will be presented for confirmation to the Orphans' Court of Fayette County at the Court House, Unlabeled, Pa., MONDAY, MARCH 4, 1918.

Monday, March 4,

No.	Estate of.	Accountants.	Filed.
1	George B. Kaine	Clifford Title & Trust Co., executor and trustee	Nov. 5, 1917
2	Charles H. Talbot	Louella Talbot, executrix	Nov. 16, 1917
3	Margaret Whelan	John Francis Whelan, executor	Nov. 14, 1917
4	Elizabeth Mary Sharpneck	Harry F. Bailey, Wm. B. Bailey, James M. Scott, executors of the estate of J. Edwin Bailey, administrator, deceased	Nov. 22, 1917
5	Sarah C. Jacobs	Fayette Title & Trust Co. (trustee)	Nov. 28, 1917
6	Henry A. McJree	Margaret M. Krupp, executrix	Nov. 30, 1917
7	Solomon G. Krupp	Roscoe Panella, administratrix	Nov. 30, 1917
8	Paul Panella	Bowen R. Chow, executor	Dec. 1, 1917
9	Michael Crow	Sarah M. Keat, administratrix	Dec. 1, 1917
10	William H. Keat	Elizabeth G. Mason, administratrix	Dec. 29, 1917
11	Edward Mason	William A. Miller, administrator, et al.	Jan. 10, 1918
12	Apex E. Miller	Thomas S. Collier, executor	Jan. 11, 1918
13	William R. Coffman	W. C. Hunsaker, administrator, et al. of the estate of Thomas J. Breakiron, executor, deceased	Jan. 12, 1918
14	Mollinda M. Lockwood	Patrick J. Locke and James R. Gray, executors	Jan. 18, 1918
15	Thomas McJippen	Walter J. Schaffer, trustee	Jan. 21, 1918
16	Lewis E. Schaffer	Daniel G. Haugh, trustee	Jan. 21, 1918
17	Thornion Johnson	Frank M. Herron, administrator	Jan. 10, 1918
18	Martha Herron	Wm. M. Hankins and Blanche F. Hankins, executors	Jan. 22, 1918
19	Louella Hankins	Wm. J. Jones, executor	Jan. 26, 1918
20	Catherine Eckard	Noah Bainsinger, administrator	Jan. 26, 1918
21	Joseph Eckard	Gomer Lewis, executor	Jan. 26, 1918
22	Thomas Waidin	Leola M. Ober, administratrix	Jan. 25, 1918
23	W. O. Wilson	John Huggan, Jr., administrator	Jan. 25, 1918
24	John S. Thorne	Arthur B. Kline and William H. Moore, administrators	Jan. 25, 1918
25	William M. Keat	Robert McBurney, administrator	Jan. 29, 1918
26	Amanda J. Parcell	Christopher C. Garlett, executor	Jan. 29, 1918
27	Oliver Wilson	Christopher C. Garlett, executor	Jan. 29, 1918
28	Martha A. Wilson	W. T. Hutchinson, administrator	Jan. 29, 1918
29	Ellen W. Gault	Henry Eastman Hackney, administrator	Jan. 29, 1918
30	Solomon Palmer	John E. Hoss, guardian	Feb. 1, 1918
31	Frances Howell	Wade H. Brown, administrator	Feb. 1, 1918
32	George W. Hatfield	Elizabeth Henry, administratrix	Jan. 31, 1918
33	Elmer E. Deffenbaugh	Elizabeth Henry, administratrix	Jan. 31, 1918
34	Wade H. Brown	James T. Davies, administrator	Jan. 31, 1918
35	Sarah M. Foundation	Mary Hanson, administrator	Jan. 31, 1918
36	Caroline Foundation	John B. Horner and H. C. Horner, executors	Jan. 31, 1918
37	Almond Marletta	Elizabeth Twining and Ernest L. Twining, administrators	Jan. 31, 1918
38	Zuzana Turck	Wm. M. Thompson, executor	Feb. 1, 1918
39	Luther Horner	Charles H. Hens, executor	Feb. 1, 1918
40	Charles W. Twining	William M. Layton, administrator	Feb. 1, 1918
41	Eliza J. Brown	Hugh M. Deal and Samuel S. Rosenberger, administrators	Feb. 1, 1918
42	Edith M. Brown	Robert M. Bowman, trustee	Feb. 1, 1918
43	William B. Howe	Ernest Newing, administrator	Feb. 1, 1918
44	Elizabeth Forsythe	H. H. Reddaway, administrator	Feb. 1, 1918
45	Robert J. Bond	L. F. Woodman, administrator	Feb. 1, 1918
46	Ellen W. Gault	Patrick Hurton, administrator	Feb. 1, 1918
47	Adam G. Deary	Adam G. Deary, administrator	Feb. 1, 1918
48	Margaret Minard	L. F. Woodman, executor	Feb. 1, 1918
49	Rebecca Black, nee Rebecca Strawn	Fayette Title & Trust Co., guardian	Feb. 1, 1918
50	Phoebe A. White	Stille A. Vandenol, executrix	Feb. 1, 1918
51	David Lyons	W. J. Lyons and Joseph M. Baker, administrators, et al.	Feb. 1, 1918

HENRY R. TITTERINGTON, Register and Clerk of Orphans' Court, Unlabeled, Pa., February 1, 1918.

Notice is hereby given that the above accounts will be taken up for audit and distribution before James C. Work, President Judge of the Orphans' Court of Fayette County at the Court House at 10 o'clock on each of the following days:

Accounts Nos. 1 to 11 inclusive on Monday, March 15, 1918; Nos. 12 to 22 inclusive on Tuesday, March 19, 1918; Nos. 23 to 25 inclusive on Wednesday, March 20, 1918; Nos. 26 to 44 inclusive on Thursday, March 21, 1918; Nos. 45 to 51 inclusive on Friday, March 22, 1918, in which cases will be called for hearing on the day and the time set forth in the above notice, at which time and place creditors and persons interested shall attend if they see fit and present their claim against the said estate or forever be barred from coming upon said funds.

HENRY R. TITTERINGTON, Clerk of Orphans' Court.

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AMERICA HAS YET TO REALIZE WHAT WAR IS SPEAKER TELLS AUDIENCE AT LOYALTY RALLY

Must Sit at Feet of English to
Learn of Its Bitterness,
He Says.

LINCOLN IS EULOGIZED

Emancipator Would be For Battle
With the Mass If Alive Today, As-
serts Judge Van Swearingen; More
Steam, More Pop Is Great Need.

America knows not yet what the war means. It has not even tasted its bitterness. Its people have not comprehended what is war economy. They need to sit at the feet of the English people to learn some lessons. Thus, in substance, spoke Rev. George W. Buckner, pastor of the First Christian church of Conneltsville, in addressing the Loyalty Rally mass meeting Tuesday evening in the high school auditorium. His address covered phases of the war as gleaned by residence of years in England. Americans, when inclined to grumble over taxes and enforced economy in food consumption should stop first and study conditions confronting their cousins of the British Isles. Women of ease in America must be deeply impressed, he indicated, by seeing what the higher classes of King George's realm are doing for the war.

Directing his words to the working men James Dahm, of New York, representing the American Alliance for Labor and Democracy, declared it is essential that the laboring classes "put on a little more steam" and inject a "little more pop" into the campaign against the Kaiser.

While teaching on the war and the need of every citizen being loyal Judge J. Q. Van Swearingen's address was chiefly an eulogy of Lincoln. Were the emancipator alive today he would be in the van of governmental affairs and urging the people to fight for liberty and a democratic peace, he said.

The hall was fairly well filled for the occasion. The mass meeting followed a parade of members of the Trades and Labor council and allied organizations, the volunteer firemen, members of council and city officials, members of the Knights of Pythias, Boy Scouts, Catholic Cadets, and the G. A. R., Chief of Police W. B. Bowers, Lieutenant Thomas McDonald and Patrolman P. M. Rulli formed the escort, with firemen bearing flags marching next. The Conneltsville Military band provided the music. The parade moved promptly at appointed hours, 7:30 o'clock.

A short concert by the band preceded the speaking at the high school. A. E. Woodhead of the high school faculty presided. Added features were vocal solos by Miss Mary McConnell with Mrs. A. W. Bishop at the piano, and a salute to the flag by Boy Scouts. Attorney John Duggan, Jr., leader of the Four-Minute men, spoke four minutes on "Why this is our war."

Members of Trades Council and Veterans of the Civil War occupied seats on the stage, which was simply decorated with American flags and a portrait of Lincoln, flag draped.

Resolutions pledging the support of the labor unions and labor generally to the President were adopted and it was ordered that a copy be sent to the chief executive.

America can learn much from the English people said Rev. Buckner, who spent six years on English soil. With Americans grumbling against taxation he called attention to the fact that while a married man in America is to be required to pay \$20 on the thousand income tax in England married and single are assessed \$230 on the thousand while for the larger incomes the rate is 25 per cent.

In England, he pointed out, they have long had their heatless and meatless and lightless days and when the government says come to a full stop the English people are ready, without much grumbling, to yield. It is marvelous, he said, how the people have rushed to the aid of the government. Women who before the war did not know how to cook a beefsteak, of even boil water, have turned from their follies and given themselves without stint in every possible way. The ranks of the tollers have been increased by a million women who before the war were in the upper crust.

Endurance is the characteristic of the "Tommy," he said. No one is more gifted with endurance. There is not the feeling of confidence that was manifest when the war began but the Britishers do no anticipate defeat. They are willing, he said, to fight to the end, confident that the end will mean victory, and a democratic peace.

Applause greeted Mr. Dahm when he made the assertion that the people, having been dragged into the war by German ruthlessness, "nothing can drag us out till we have fought it out to our own satisfaction." There is an element in the country, he said, that would make it appear that this is a "capitalist's war." The retort of this, he said, is found in the war taxes, the income taxes, the surtax.

The speaker said he was here at the instance of President Wilson and President Gompers of the American Federation of Labor to ask the working people to put on a little more steam and get a little more pop into their backing of the government.

Nobody like the President, said Mr. Dahm, knows what this war really means. For that reason he appealed to the people to put forth every effort possible to bring about the desired end. He attacked the element which still clings to the belief that this is not "our war," asserting that it was application of German Kultur that dragged the nation into it. If the working masses are imbued with the proper spirit and rally to the nation as they should, he said, there

is no doubt of the outcome. "We must and can and will win," he concluded. No other day could be more appropriate for the hosts of labor to pledge their loyalty, said Judge Van Swearingen in his opening remarks, than on the anniversary of "the greatest friend labor ever had—Abraham Lincoln." Lincoln, he said, knew what it was to labor, knew what it was to sacrifice to make ends meet, knew what it was to earn his bread by the sweat of his brow.

It has often been asked, he said, what Lincoln would have done in this war had he been alive today. "Well there isn't a particle of doubt," he went on, "that he would say: 'Stand by your guns, boys, and win this war. Go forward that the world may be made safe for democracy.'"

Lincoln, he continued, had to face all the great questions that today confront President Wilson, only they were not on the broad scale of today. Comparing the emancipator to a painting Judge Van Swearingen said the farther away one gets from him the greater he looms. A thousand years hence, he predicted, Lincoln will have been placed among a very few of the greatest characters with which this country has ever been blessed.

Turning aside from Lincoln for a time Judge Van Swearingen asserted that the greatest asset of a nation is not its men, its billions of money, its food supplies, its industries, but the real asset is the patriotism of its people.

Describing the atrocities of the German soldiers, ranging from the mutilation of children to prevent their ever taking up arms against the Teutonic nations, through the slaughter and torture of wounded soldiers of opposing armies, the deliberate murder by firing squads of aged and crippled non-combatants, the murder of nurses, on through to the roping of women and the outraging of them until death ensues, he asked if any one in this country would for a moment believe an American soldier—one of the boys who have gone out from Conneltsville, from Fayette county, from anywhere in the nation—could be thought guilty of such atrocities. A chorus of noes answered him from the audience. Yet, he pointed out, this is what is going on among the nations of Europe over-run by the German hordes. It is not the work of degenerates or are the cases isolated ones, but a concerted movement on the part of German militarism to awe the world into submission, he asserted.

The American people ought to be ready to shed their last drop of blood, he declared, that these terrors of Kaiserism shall be forever removed.

LESS ORE MAY COME DOWN

As Result of the Falling Off in Pig
Iron Production; Supplies on
Docks Constitute a Reserve.

Lake vesselmen see in the decreased pig iron production in January the possibility that the bulk freighter fleet of Great Lakes may have to bring down somewhat less ore this season than expected says the Cleveland Daily Iron Trade. Pig iron production in January was down 483,297 tons which, according to the computation of 1.85 tons of iron ore to the ton of pig iron, means the country's consumption of ore in January fell off 896,200 tons.

Fully 750,000 tons of this ore is from Lake Superior mines. No matter how rapidly pig iron production picks up furnaces are ahead 750,000 tons of upper lake ore. Averaging ore cargoes last summer at slightly more than 8,000 tons each, the January statement cuts more than 90 average trips from the demand to be made this summer on the fleet.

In addition, dock piles at lower lake ports January 1, totaled 10,257,949 tons, an increase of 463,000 tons over January 1, 1917. Shipments from the docks in January, 1917, were 686,000 tons. On February 1 there were about 880,000 tons more on the docks than last February 1. And not until the docks are pretty well cleared can the fleet be given anything like the dispatch demand.

TIME EXTENDED

For Filing Income Tax Reports Until
April 1; Blanks Not Ready.

WASHINGTON, Feb. 11.—Extension of the time for filing income and excess profits returns from March 1 to April 1 has been announced by Internal Revenue Commissioner Reppe. This ruling applies also to reports on payments of more than \$800 during the year to be made by employers and business enterprises and covers incomes both above and below \$3,000 and corporation incomes.

Delay in the preparation of blank forms and regulations was the principal cause for the postponement. The extension of time to April 1 applies to returns by corporations doing business on a fiscal year basis. Originally they were required to report within 90 days after the end of their fiscal year; this was extended to February 1 and later to March 1.

To Foreclose Mortgage.

The Fayette Title & Trust company of Uniontown Monday filed a bill in equity against Francis Rocks and the Sunshine Coal & Coke company for the foreclosure of a mortgage, the default of which is admitted by the defendants.

Disposes of Holdings.

S. A. Carson of Uniontown has disposed of his holdings in the Southern Conneltsville Coke company and resigned as director and general manager in order to devote his time to other interests.

Coal Freight Rates

RESPECTIVE JULY 1, 1917.

TO EASTERN PORTS.	Pittsburg	Conneltsville	Wilmington	Greensburg	Lafayette
Rate per Gross Ton of 2,240 lbs.					
Baltimore, Md.	\$2.15	\$2.00	\$1.85	\$1.75	\$1.75
Chester, Pa.	2.15	2.00	1.85	1.75	1.75
Harrisburg, Pa.	1.85	1.70	1.55	1.45	1.45
Johnstown, Pa.	1.85	1.70	1.55	1.45	1.45
Lebanon, Pa. P. R. R. and P. & R.	2.00	1.90	1.75	1.65	1.65
New York, N. Y. (Hitch)	2.35	2.25	2.10	2.00	2.00
New York, N. Y. (Hikya)	2.40	2.30	2.15	2.05	2.05
Philadelphia	2.15	2.00	1.85	1.75	1.75
Sparrows Point	2.15	2.00	1.85	1.75	1.75
Steelton, Pa.	1.85	1.70	1.55	1.45	1.45
South Bethlehem, Pa.	2.25	2.15	2.00	1.90	1.90
Syracuse, N. Y.	2.35	2.25	2.10	2.00	2.00

TO ATLANTIC PORTS via P. R. R.	Pittsburg	Conneltsville	Wilmington	Greensburg	Lafayette
Rate per Gross Ton of 2,240 lbs.					
Greenwich, local	1.90	1.75	1.60	1.50	1.50
Greenwich, export	1.70	1.55	1.40	1.30	1.30
South Amboy, P. & B.	1.95	1.80	1.65	1.55	1.55
Harrison Cove	2.10	1.95	1.80	1.70	1.70
Greenville	2.10	1.95	1.80	1.70	1.70
Canton, S. C., local	1.90	1.75	1.60	1.50	1.50
Canton, S. C., export	1.65	1.50	1.35	1.25	1.25

The rate from the Fairmont District to Johnstown is 78c. Monongahela Railway to state line, 55c; below state line to Fairmont, 95c. The Conneltsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Buttrick, Pa.; from points on the Smithfield & Masontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.	Pittsburg	Conneltsville	Wilmington	Greensburg	Lafayette
Rate per Net Ton of 2,000 lbs.					
Canton, O.	\$1.10	\$1.00	\$0.90	\$0.80	\$0.80
Chicago, Ill.	1.10	1.00	0.90	0.80	0.80
Cleveland, O.	1.10	1.00	0.90	0.80	0.80
Columbus, O.	1.10	1.00	0.90	0.80	0.80
Detroit, Mich.	1.10	1.00	0.90	0.80	0.80
Indiana Harbor, Ind.	1.10	1.00	0.90	0.80	0.80
Toledo, O.	1.10	1.00	0.90	0.80	0.80
Youngstown, O.	1.10	1.00	0.90	0.80	0.80
Lake Ports	1.10	1.00	0.90	0.80	0.80

The Pittsburgh District includes points out as far as Latrobe and south on the Southwest Branch to and including Rutledge; south to and including Brownsville and Bransell on the Pittsburgh, Virginia & Charleston railroad; eastward to Lawrence on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Conneltsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; on the Pittsburgh, Virginia & Charleston except Bransell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Conneltsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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DEMURRAGE RULES AND REGULATIONS ON COAL AND COKE

Continued from Page One.

cars released during each month. The date of arrival notice shall be subtracted from the date of release. From the total days detention to all cars thus obtained deduct three days free time allowance, for each car, the remainder, if any, will be the number of days to be charged at the rate of \$3 per car per day. Excess free days of any month can not be deducted from excess debit days of another month.

The exceptions at Lake ports are:

1. Cars released during April and May shall be considered as May detention and treated as one month.

2. The season of navigation shall be considered as extending from April to December. Loaded cars on hand at the close of navigation will be released on that date in computing the average detention, and subsequent detention will be subject to the national car demurrage rules.

An order of the Interstate Commerce effective the same date, February 10, with one day's notice, provides changes in the demurrage rules on cars containing all commodities, as follows:

Free time, 48 hours for loading and unloading on all commodities, and 24 hours free time on cars held for any other purpose permitted by tariff.

The average agreement rule is permitted, but it applies solely to cars held for unloading.

Under the average rule the number of days on which debits accrue is made four instead of five.

The demurrage charge on all cars, after expiration of free time allowed, is \$3 for each of the first four days, \$5 for each of the next three days and \$10 for each succeeding day.

The "bunching" rule is reinstated with the following change: "When, as the result of the act or neglect of any carrier, cars originating at the same point or at intermediate points, moving via the same route and destined for one consignee, at one point, are bunched at the original point, in transit, or at destination, and delivered by the carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been

entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carriers' agent within fifteen days."

These changes will supersede all those named in any existing tariffs applicable to railroad freight, except:

Cars loaded with live stock.

Empty cars placed for loading coal at mines, or mine sidings, or coke at coke ovens, and cars under load at mines or mine sidings or coke at coke ovens.

Foreign export freight awaiting ships at port.

Coal for transshipment at tidewater or lake ports.

Empty private cars stored on railroad or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper.

SECURE CHARTER

Local Business Men Interested in the
Uniontown Foundry Company.

The charter of the Uniontown Foundry company, in which local business men are interested, was granted at Harrisburg yesterday. This is not a wholly new enterprise although it now assumes the form of a corporation, having already been in operation for some months.

It acquired the property of a concern which formerly made brake shoes at a plant between Uniontown and Leith. This has been repaired and will be devoted exclusively to foundry work. Considerable business is now being done in the making of pit car wheels.

The company has an authorized capital of \$10,000. The incorporators are E. R. Flett, treasurer of the Young Trust company; W. J. Doorly, manager of the Conneltsville Machine & Car company, and D. C. Evans of Uniontown, who is in active charge of the plant at the latter place.

START NIGHT SHIFT

Sligo Iron & Steel Company Will Run
on Double Time.

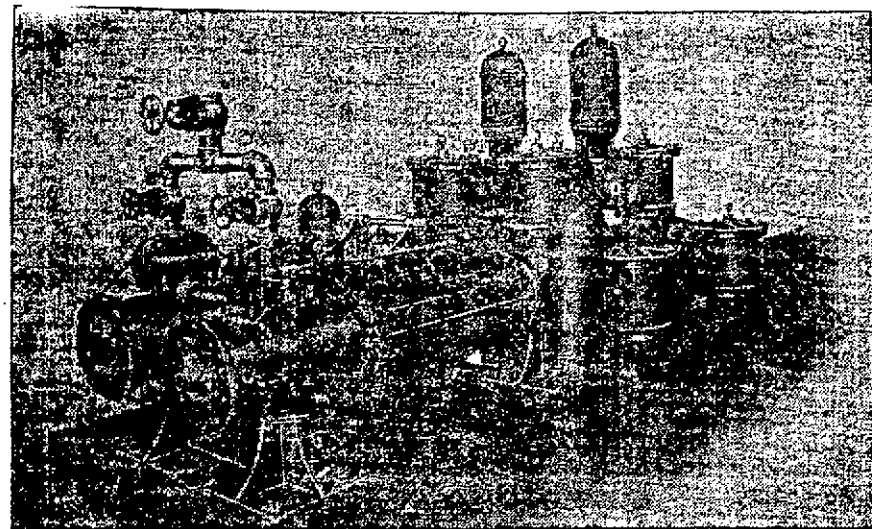
Unless the heatless Mondays interfere the mill of the Sligo Iron & Steel company will begin operating on both day and night shift next Monday, February 13. If the heatless days are not abandoned, the night shift will go in operation on Tuesday.

The mill will run double time to fill standing contracts. Orders are piling up and the mill is now in shape to be run at full capacity.

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FIRST MOTION OR GEARED.

HEAVY STEEL PLATE CONSTRUCTION FOR HIGH
DUTY SERVICE.
BLOWING, EXHAUST OR REVERSING.
DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE
OR CORLISS ENGINES.

SINGLE OR DUPLEX PATTERNS.
SIMPLE OR COMPOUND.

PLATFORM AND SELF DUMPING.
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J. F. Keegan, general superintendent

of the Pittsburgh and Conneltsville

divisions of the Baltimore & Ohio

railroad, was in the city Monday look-

ing over local freight conditions. He

has been over the Cumberland division

and through Somerset. He arrived

here this morning, his private car be-

ing attached to the Cumberland ac-

commodation.

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Oliver & Snyder Steel Co.	Cascade Coal & Coke Co.	Oliver & Snyder Steel Co.
Plants 1, 2 and 3.	Tyler and Sykesville Wks.	Plants 1, 2 and 3.
Smith Coal & Coke Co.	H. C. Price Coke Co.	Smith Coal & Coke Co.
Plants 2 and 3.	Yorkrun, Shen and Blinn.	Plants 2 and 3.
Colonial Coke Company.	Struthers Coal & Coke Co.	Colonial Coke Company.
Smock.	Fairbank Works.	Smock.

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